

Chapter Four

ENVIRONMENTAL CONDITIONS, IMPACTS AND MITIGATION

*Airport Master Plan
Final Program EIR*

The scope of the analysis in this chapter was determined based on an Initial Study completed on the Airport's proposed Master Plan in June 2014, and an Environmental Scoping hearing conducted on July 24, 2014, at a properly noticed City of Santa Barbara (City) Planning Commission meeting. Per the California Environmental Quality Act (CEQA) Guidelines, §15143, an Environmental Impact Report (EIR) should focus on the significant effects on the environment "with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study."

The proposed Master Plan's Initial Study is incorporated by reference and is included in the Draft Program EIR in Appendix A. Based on the Initial Study and the scoping hearing, the following areas of potential impact have been identified for further analysis:

- Air Quality/Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology and Soils/Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Public Utilities (Solid Waste Disposal)
- Transportation/Traffic

The above potential impacts are addressed in the following sections of this chapter in the order they were presented in the Initial Study. Where appropriate, environmental and regulatory setting information has been summarized from the Initial Study, the City's Final Program EIR for the City's General Plan update (Final General Plan EIR), and from an Environmental Overview completed as part of the Airport's proposed Master Plan (Master Plan, Appendix B).

The following impact categories have been used in the assessment of potential impacts based on the City's system of classifying impact significance levels:

- Class I, Significant Environmental Impact: An impact to the environment that remains significant even after mitigation measures are applied;
- Class II, Less than Significant Impact with Mitigation: A potentially significant impact that can be avoided or reduced to an insignificant level with mitigation incorporated;
- Class III, Less than Significant Impact; and
- Class IV, Beneficial Impact.

Impact level determinations have been made using City impact significance guidelines and criteria for each impact topic and are specified by resource category in each of the following sections.

~~The following sections of the Draft Environmental Impact Report (EIR) have been revised and are included in this Recirculated Draft EIR:~~

- ~~• Section 4.1, Air Quality/Greenhouse Gas Emissions~~
- ~~• Section 4.2, Biological Resources~~
- ~~• Section 4.5, Hydrology and Water Quality~~
- ~~• Section 4.6, Land Use and Planning~~
- ~~• Section 4.8, Transportation/Traffic~~

~~All other sections of Chapter Four remain unchanged and are not repeated within this document.~~

4.1 AIR QUALITY/GREENHOUSE GAS EMISSIONS

4.1.1 Environmental and Regulatory Setting

The Santa Barbara region is located in the South Central Coast air basin, which is comprised of San Luis Obispo, Santa Barbara, and Ventura counties. Geographic features that influence the quality of air in the region include the Santa Barbara Channel, located in the Pacific Ocean to the south, and the Santa Ynez Mountains, which have elevations up to 4,707 feet above mean sea level (msl) and trend east-west on the north side of the region. The climate in Santa Barbara is characterized as a Mediterranean climate with warm summers, mild winters, and relatively dry

weather. Inversion layers that can trap both the cooler air and air pollutants often occur. In addition, wind patterns that link the South Central Coast air basin with the Los Angeles area (the South Coast air basin) occasionally blow pollutants located offshore back inland (City of Santa Barbara 2010).

Greenhouse gases (GHG) are those that trap heat in the earth's atmosphere. Greenhouse gases such as water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃) are both naturally occurring and anthropogenic (man-made). Research has shown that there is a direct link between fuel combustion and GHG emissions and that CO₂ accounts for 85 percent of GHG emissions within the United States (U.S.).

California is a substantial contributor of GHG (2nd largest contributor in the U.S. and the 16th largest in the world), with transportation and electricity generation representing the largest sources (41 and 22 percent, respectively). In Santa Barbara, direct sources of GHGs are on-road vehicles, natural gas consumption, and off-road vehicles and equipment. Indirect sources are electricity consumption (power generation), landfill decomposition (methane releases), and State Water Project transport (electricity use).

The scientific community is developing areas of further study to enable it to more precisely estimate aviation's effects on the global atmosphere. At an airport, sources that require fuel or power are the primary sources of GHG generation. Aircraft jet engines, like many other vehicle engines, produce CO₂, H₂O, nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), volatile organic compounds (VOCs), particulates, and other trace compounds. The Federal Aviation Administration (FAA) is currently leading or participating in several efforts intended to clarify the role that commercial aviation plays in greenhouse gases and climate change.

A related concern to global warming is sea level rise. Per State Executive Order #S-03-05, California produces periodic scientific assessments on the potential impacts of climate change in California. The most recent assessment was published in 2012 (Publication #CEC-500-2012-007) and includes sea level rise projections under two emission scenarios. According to this publication, sea levels along the California coast could be 10-18 inches higher in 2050 than in 2000, depending on the emission scenario (CA.gov 2014). The *Goleta Slough Area Sea Level Rise and Management Plan* (Slough Management Plan) identifies habitat and infrastructure at risk from rising sea water level in the Goleta Slough (Slough) and is incorporated by reference into this Recirculated Draft Program EIR. It can be reviewed in its entirety at <http://www.goletaslough.org/committee/2016-goleta-slough-management-plan/> (GSMC 2015).

Regulatory Setting

Federal

The U.S. Environmental Protection Agency (EPA) under the Federal *Clean Air Act* has established National Ambient Air Quality Standards (NAAQS) based on health risks for six pollutants (**Exhibit 4A**): CO; nitrogen dioxide (NO₂); sulfur dioxide (SO₂); lead (Pb); O₃; and two sizes of particulate

matter (PM), measuring 10 micrometers or less in diameter (PM₁₀) and 2.5 micrometers or less in diameter (PM_{2.5}). An area with ambient air concentrations exceeding the NAAQS for a criteria pollutant is said to be a nonattainment area for the pollutant's NAAQS, while an area where ambient concentrations are below the NAAQS is considered an attainment area. As of June 17, 2016, Santa Barbara County (County) was in attainment for each of the NAAQS (U.S. EPA 2016). Federal regulations under the *Clean Air Act* regarding the reduction of GHG emissions have yet to be approved.

State

The State of California (*California Clean Air Act of 1988*) has promulgated ambient air quality standards that are more stringent than the NAAQS. The California Ambient Air Quality Standards (CAAQS) apply to numerous potential pollutants (**Exhibit 4A**), including O₃, CO, SO₂, NO₂, PM_{2.5}, PM₁₀, and Pb. As of December 2015, Santa Barbara County was in nonattainment for the following State ambient air quality standards: O₃ and PM₁₀. The County was unclassified for PM_{2.5} and Visibility Inducing Particles (CARB 2015).

In addition, California has a number of regulations regarding GHGs and climate change. California Assembly Bill (A.B.) 32 (*Global Warming Solutions Act of 2006*) required the California Air Resources Board (CARB) to create a program to reduce statewide GHGs to 1990 levels by the year 2020; Senate Bill (S.B.) 375 (*Sustainable Communities and Climate Protection Act of 2008*) required regional coordination of transportation and land use planning throughout the State to reduce vehicle GHG emissions. For Santa Barbara County, CARB established targets of not to exceed 2005 per capita vehicle emissions in the years 2020 and 2035. State S.B. 97 (enacted in 2007 and amended in 2010) required that project environmental reviews under CEQA include analysis of GHG impacts and mitigation, and established that public agencies may provide for a communitywide GHG emissions mitigation program through an adopted Climate Action Plan.

Regional/Local

The Santa Barbara County Air Pollution Control District (APCD) is the local agency that implements State and Federal air quality regulations in Santa Barbara. Stationary sources (e.g., businesses, utilities, government agencies, and universities) need an APCD permit before constructing, changing, replacing, or operating any equipment or process which may cause air pollution. This includes equipment designed to reduce air pollution.

There are two permits required: Authority to Construct (ATC) is required before construction begins; and Permit to Operate (PTO) is necessary after construction and demonstration of compliance. In certain cases, the APCD can issue a combined ATC/PTO permit. Permits are also required if an existing business that causes air pollution transfers ownership, relocates, or otherwise changes their operations (SBAPCD 2014).

The APCD has also issued several notifications and requirements regarding toxic air emissions generated from activities such as gasoline dispensing, dry cleaning, freeways, manufacturing, etc., that may require projects with these components to mitigate or redesign features of the

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹	—	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board 2016

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Santa Barbara Airport

Exhibit 4A CALIFORNIA
AND FEDERAL AMBIENT AIR QUALITY STANDARDS

project to avoid excessive health risks. Additionally, the APCD requires submittal of an asbestos notification form for each regulated structure that is proposed to be demolished or renovated.

4.1.2 Applicable Plans and Policies

Regional

The APCD, in coordination with the Santa Barbara County Association of Governments (SBCAG), has completed its *2013 Clean Air Plan* (CAP) (SBCAPCD & SBCAG 2015), which is required to be updated every three years by the Federal *Clean Air Act* amendments (Title 42 United States Code [USC] §§ 7401 et seq.) and the *California Clean Air Act of 1988*. The 2013 CAP reports on air quality monitoring data, provides an emissions inventory, identifies trends in ozone precursors, NO_x and reactive organic compounds (ROCs), using a 2008 baseline condition, and re-evaluates previous emission control measures to attain the State 8-hour ozone standard. In the 2013 revision, the CAP continues to show that marine shipping will be the primary source of NO_x in the County. The CAP also predicts that NO_x and ROC from aircraft within the County will peak by 2020 and then decrease slightly by 2030 (2013 CAP, Table 3-3, Emissions by Source Category).

Local

The City of Santa Barbara (City), as part of its General Plan, assumed “moderate growth” at the Airport and continued build-out of the *Santa Barbara Airport Industrial Area Specific Plan* (SP-6 Plan) (City of Santa Barbara 2010, Section 4 – EIR Growth and Policy Assumptions). There are numerous policies and programs incorporated into the General Plan that address energy conservation, and thus, GHG emission reduction. Some of these policies, such as ER5 - Energy Efficient Buildings, might be applicable to development at the Airport.

A citywide *Climate Action Plan* (Climate Plan) was adopted in September 2012 in response to directives of the City General Plan and State Legislature (A.B. 32, S.B. 375, and S.B. 97). The Climate Plan identifies an inventory and forecasts of CO and other GHG emissions generated by the Santa Barbara community that contribute to accelerated global climate change. Strategies to reduce carbon emissions are identified in the areas of energy, travel and land use, vegetation, waste reduction, and water conservation. The Climate Plan also identifies potential climate changes in Santa Barbara, and strategies to begin planning for adaptation to climate change effects.

Past, present, and forecasted future citywide GHGs were analyzed in the Climate Plan (and associated Addendum to the Final General Plan EIR) in comparison to the State and City GHG emission targets for overall emission levels in the year 2020 (1990 emission levels), and vehicle-related emissions in 2020 and 2035 (2005 emission levels). The analysis demonstrates that citywide emissions are decreasing. With continued implementation of existing State and City legislative measures, citywide emissions associated with growth under the General Plan would meet and surpass these State and City emissions targets. Additional Climate Plan measures would further

reduce citywide emissions. The Climate Plan constitutes a citywide mitigation program for GHGs in accordance with S.B. 97.

In addition, the City has prepared a *Greenhouse Gas (GHG) Inventory and Carbon Footprint Reduction Plan for Santa Barbara Airport* (2007). Carbon footprint reduction recommendations for the Airport include the following:

- Prepare benefit/cost analyses of alternative GHG emission reduction measures;
- Convert diesel-powered preconditioned air units to electric power;
- Convert gasoline- and diesel-powered ground service equipment (GSE) to electric power;
- Install solar panels at the long-term parking lot; and
- Evaluate use of fuel cells at nearby locations.

4.1.3 Impact Evaluation Methodology and Significance Criteria

Based on CEQA significance criteria adopted by the City, a project may create a significant air quality impact from the following:

- Exceeding an APCD pollutant threshold; inconsistency with APCD regulations; or exceeding population forecasts in the adopted County CAP;
- Exposing sensitive receptors, such as children, the elderly or sick people, to substantial pollutant concentrations;
- Substantial unmitigated nuisance dust during earthwork or construction operations; and
- Creation of nuisance odors inconsistent with APCD regulations.

Long-Term (Operational) Impact Guidelines

The City of Santa Barbara uses the APCD thresholds of significance for evaluating air quality impacts. The APCD has determined that a proposed project will not have a significant air quality impact on the environment if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than 240 pounds per day for reactive organic compounds (ROC) and NO_x, and 80 pounds per day for PM₁₀;
- Emit less than 25 pounds per day of ROC or NO_x from motor vehicle trips only;

- Not cause a violation of any California or National Ambient Air Quality Standard (except ozone);
- Not exceed the APCD health risks public notification thresholds adopted by the APCD Board; and
- Be consistent with the adopted Federal and State air quality plans for Santa Barbara.

Substantial long-term project emissions could potentially stem from stationary sources which may require permits from the APCD and from motor vehicles associated with the project and from mobile sources. Examples of stationary emission sources that require permits from the APCD include gas stations, auto body shops, diesel generators, boilers and large water heaters, dry cleaners, oil and gas production and processing facilities, and waste water treatment facilities.

Construction Impact Guidelines

Projects involving grading, paving, construction, and landscaping activities may cause localized nuisance dust impacts and increased PM₁₀. Substantial dust-related impacts may be potentially significant, but are generally considered mitigable with the application of standard dust control mitigation measures. Standard dust mitigation measures are applied to projects with either significant or less than significant effects.

Exhaust from construction equipment also contributes to air pollution. Quantitative thresholds of significance are not currently in place for short-term or construction emissions for non-stationary sources. However, the APCD uses the threshold for stationary sources as a guideline for determining the impacts of construction emissions for non-stationary sources. The stationary source threshold states that a project's combined emissions from all construction equipment cannot exceed 25 tons of any criteria pollutant except CO within a 12-month period. Standard equipment exhaust mitigation measures are recommended by the APCD for projects with either significant or less than significant effects.

Cumulative Impacts and Consistency with Clean Air Plan

If the project-specific impact exceeds the ozone precursor significance threshold, it is also assumed to have a considerable contribution to cumulative impacts. When a project is not accounted for in the most recent CAP growth projections, then the project's impact may also be considered to have a considerable contribution to cumulative air quality impacts. SBCAG and CARB on-road emissions forecasts are used as a basis for vehicle emission forecasting. If a project provides for increased population growth beyond that forecasted in the most recently adopted CAP, or if the project does not incorporate appropriate air quality mitigation and control measures, or is inconsistent with APCD rules and regulations, then the project may be found inconsistent with the CAP and may have a significant impact on air quality.

Global Climate Change

In accordance with Appendix G of the CEQA Guidelines, a project may have a significant impact related to global climate change if it would generate substantial GHG emissions either directly or indirectly, or would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

Based on the analysis within the City's Climate Plan and the General Plan Program EIR Addendum, projects within the growth assumptions of the General Plan and that meet applicable City regulations for GHG emission reductions:

- (1) would be consistent with the Climate Plan and associated policies and regulations for reducing GHG emissions;
- (2) would be within the citywide GHG impact assessment in the Climate Plan and associated General Plan Program EIR Addendum, which found that total citywide GHG emissions and per capita vehicle emissions would meet State and City reduction targets and would not constitute a significant environmental impact; and
- (3) would be within the City Council's Climate Plan adoption finding that no significant GHG impacts would result from General Plan build-out of the City.

4.1.4 Project-Specific Impacts

Long-Term (Operational) Impacts

Impact AQ-1: As part of the proposed Master Plan's Initial Study, an Airport operational emissions inventory for existing conditions (2011), the short-term forecast (2017), and the long-term forecast (2032) was calculated using EDMS, Version 5.1.3 (Appendix B of the Draft [Program](#) EIR). These emission projections included emissions from aircraft, automobiles, ground support equipment, and fueling operations. The change in future emissions due to anticipated airport operations, when compared to the existing conditions, did not exceed APCD's significance thresholds (**Tables 4A and 4B**).

TABLE 4A Short-Term Operational Emissions Inventory ¹ Santa Barbara Airport	Operational Emissions (pounds per day)		
	VOC ²	NO _x	PM ₁₀
2011 (Baseline Condition, 108,285 operations)	240.2	268.1	7.2
2017 (Forecast, 112,990 operations)	247.5	269.7	7.0
Difference	7.3	1.6	- 0.2
APCD Threshold for Operational Emissions Above Baseline Condition (pounds per day)	240	240	80
Emissions Difference Exceeds Threshold?	No	No	No
Automobile Emissions			
2011	3.3	2.9	0.1
2017	2.8	2.0	0.1
Difference	- 0.5	- 0.9	0
APCD Threshold for Operations (pounds per day)	25	25	- ³
Yearly Emissions Exceeds Threshold?	No	No	- ³

Source: Coffman Associates' technical analysis (see Appendix B of the Draft [Program](#) EIR).

¹ Includes emissions from aircraft, automobiles, ground support equipment, and fueling operations based on 2011 Santa Barbara Airport Master Plan operations estimates.

² Also referred to as reactive organic compounds (ROCs).

³ APCD has not adopted a PM₁₀ threshold for automobile emissions.

TABLE 4B Long-Term Operational Emissions Inventory ¹ Santa Barbara Airport	Operational Emissions (pounds per day)		
	VOC ²	NO _x	PM ₁₀
2011 (Baseline Condition, 108,285 operations)	240.2	268.1	7.2
2032 (Forecast, 133,150 operations)	321.0	377.0	8.9
Difference	80.8	108.9	1.7
APCD Threshold for Operational Emissions Above Baseline Condition (pounds per day)	240	240	80
Emissions Difference Exceeds Threshold?	No	No	No
Automobile Emissions			
2011	3.3	2.9	0.1
2032	2.5	1.3	0.1
Difference	- 0.8	- 1.6	0.0
APCD Threshold for Operations (pounds per day)	25	25	- ³
Yearly Emissions Exceeds Threshold?	No	No	- ³

Source: Coffman Associates' technical analysis (see Appendix B of the Draft [Program](#) EIR).

¹ Includes emissions from aircraft, automobiles, ground support equipment, and fueling operations based on 2011 Santa Barbara Airport Master Plan operations estimates.

² Also referred to as reactive organic compounds (ROCs).

³ APCD has not adopted a PM₁₀ threshold for automobile emissions.

In addition, the proposed Master Plan is not responsible for the aviation growth expected to occur at the Airport over the next 20 years. This growth is driven primarily by economic and population-based factors and was included in the economic and population projections for the City in the City's Final General Plan EIR. Rather, the Master Plan's purpose is to provide strategies for safety improvements and redevelopment recommendations that would allow the growth anticipated at the Airport to occur in a safe, efficient, and environmentally-sensitive manner. Therefore, the proposed Master Plan is consistent with adopted population forecasts.

The City has also adopted CEQA thresholds related to the exposure of sensitive receptors, such as children, the elderly, or sick people, to substantial pollutant concentrations and the creation of nuisance odors inconsistent with APCD regulations. The closest sensitive receptors to the areas of the Airport that might be affected by additional long-term emissions or nuisance odors would be residents located north Hollister Avenue off of Willow Springs Lane. This residential area is approximately 1,000 feet from the part of the airfield that could be developed with the recommended Taxiway H Airfield Safety Project as well as the closest recommended north side redevelopment. At the closest residence, located almost 0.2 mile away, pollutant concentrations or odors would not be substantial.

The proposed Master Plan does include recommendations for several activities that would require a permit from the APCD. Among these are the expansion of the Airport's fuel farm facilities and the removal of buildings that could contain asbestos.

Result AQ-1: Airport emissions would be below the APCD threshold of 240 pounds per day of ROC and NO_x and 80 pounds per day of PM₁₀ (stationary ~~or~~ and mobile sources), and 25 pounds per day (for automobile emissions only), in both the short- and long-term Master Plan build out scenarios (refer to Tables 4A and 4B). In addition, the Airport's forecast growth in the proposed Master Plan has been included in the adopted City General Plan and EIR. Therefore, the anticipated growth is consistent with applicable APCD and City planning documents, including the 2013 CAP, and the City's Climate Plan.

Due to the intervening distance (approximately 1,000 feet) between the nearest residential neighborhood and potential development areas of the Airport, no substantial pollutant concentrations or nuisance odors would affect sensitive receptors as a result of the proposed Master Plan. Certain specific activities at the Airport (as discussed above) may require a permit from the APCD. As long as all conditions of the required permit are implemented, project-specific operational emissions would have a Class III, Less than Significant Impact on long-term air quality.

Construction and/or Demolition Impacts

Impact AQ-2: Construction of recommended Master Plan projects would result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Diesel- and gasoline-powered construction equipment emits particulate matter, NO_x, and ROC. In order for emissions from construction equipment to be considered a potentially significant environmental impact, combined emissions from all construction equipment would need to exceed 25 tons of any pollutant (except CO) within a 12-month period. Therefore, this comparative analysis must occur as specific development projects are proposed and the construction schedule and equipment inventories can be estimated.

As discussed previously, the City has also adopted CEQA thresholds related to the exposure of sensitive receptors, such as children, the elderly, or sick people, to substantial pollutant concentrations and the creation of nuisance odors inconsistent with APCD regulations. The City's CEQA Guidance criteria also state that substantial unmitigated nuisance dust during earthwork or construction operations should not occur. At the closest residence, located almost 0.2 mile away, pollutant concentrations or odors related to construction equipment or activities would not be substantial. Dust, however, can migrate over considerable distances during windy conditions.

Result AQ-2: Air quality and dust control is addressed in the City's Standard Conditions of Approval (see Initial Study, Appendix A of the Draft [Program EIR, Exhibit 2](#)), [and is required by City Building Code provisions \(Santa Barbara Municipal Code \[SBMC\] section 22.04.020 J112, Dust Control\)](#) and would be adhered to through all grading, hauling, and construction activities related to the Airport. In addition, as a Program EIR, this document includes programmatic measures intended to fully mitigate potential construction impacts of the proposed Master Plan to a less than significant level (see Section 4.1.7 below). Thus, construction- or demolition-related air quality impacts would be Class II, Less than Significant Impact with Mitigation.

4.1.5 Regional (Cumulative) Impacts

Cumulative Impacts and Consistency with Clean Air Plan

Impact AQ-3: As stated previously in Sections 4.1.2 and 4.1.4, the City of Santa Barbara, as part of its General Plan, assumed "moderate growth" at the Airport and continued build-out of the SP-6 Plan (City of Santa Barbara 2010, Section 4 – EIR Growth and Policy Assumptions).

The proposed project is consistent with the City's General Plan land use designation and the General Plan "moderate growth" assumptions. Master Plan-

recommended future projects would be subject to existing regulations, design guidelines, and the Airport's carbon footprint reduction recommendations, as appropriate, to reduce GHG emissions in the areas of energy efficiency and green building, renewable energy, travel and land use, vegetation, waste management, and water conservation.

Result AQ-3: **The proposed Master Plan is consistent with the 2013 CAP. Therefore, cumulative impacts to regional air quality would be Class III, Less than Significant Impact.**

Global Climate Change

Impact AQ-4: As discussed in the Initial Study, sources of direct CO and other GHG emissions that could result from the proposed Master Plan include project-related traffic, natural gas use, and landscaping/maintenance equipment. Indirect emissions are associated with power generation for electricity consumption; electricity and travel associated with consumer product production, transport, and use; solid waste disposal/decomposition; and potable water delivery. The Initial Study estimated that operational GHG emissions at the Airport could increase from 17,699 MT CO₂e in 2011 to 19,043 MT CO₂e in 2017, an increase of 1,344 MT CO₂e.¹ For the long-term scenario, it is estimated that operational greenhouse gas emissions could increase from 17,699 MT CO₂e (2011 baseline) to 26,753 MT CO₂e with Master Plan buildout (2032), an increase of 9,054 MT CO₂e generation (see Appendix B of the Draft Program EIR for calculations).

The increases during the time horizons analyzed represent an incremental contribution to citywide emissions that have already been addressed in the City's General Plan EIR; no new impacts would result from the project. The City's Climate Plan constitutes a citywide mitigation program for GHGs in accordance with S.B. 97. Projects recommended in the proposed Master Plan would be part of the citywide emissions identified in the Climate Plan and General Plan Program EIR Addendum, which were determined to comply with State and City GHG emission reduction targets. For example, new public buildings at the Airport will pursue LEED (Leadership in Energy and Environmental Design) Silver² standards per City Council direction. Commercial construction will be designed to accommodate solar roof panels consistent with the City's General Plan.

¹ GHG emissions are typically measured in terms of pounds or tons of "CO₂ equivalent" (CO₂E). The CO₂E for a gas is derived by multiplying the mass of the gas by the associated global warming potential (GWP) (i.e., potential of a gas or aerosol to trap heat in the atmosphere), such that MT CO₂E = (metric tons of a GHG) x (GWP of the GHG). For example, the GWP for CH₄ is 21.

² Projects pursuing LEED certification earn points across several areas that address sustainability issues. Based on the number of points achieved, a project then receives one of four LEED rating levels: Certified, Silver, Gold and Platinum.

Result AQ-4: The proposed Master Plan buildout is ~~consistent with~~ part of the growth assumptions used in the City's General Plan and adopted Climate Plan. Therefore, Master Plan contribution to cumulative impacts to GHG emission goals for the region would be Class III, Less than Significant Impact.

4.1.6 Comparative Impacts of Alternatives

No Project Alternative

The Airport is likely to experience moderate growth, as predicted by the City and FAA, whether or not the proposed Master Plan is implemented. Therefore, long-term (operational) and regional (cumulative) impacts related to air quality and GHG emissions of the No Project alternative would be the same as those expected to occur due to the proposed project. Both are expected to have no new significant impact since this growth was included in the City's General Plan and Climate Plan as well as the APCD's adopted and updated CAPs and associated environmental review.

The No Project alternative would have less impact to air quality due to less construction activities related to the Airport since only general maintenance projects would occur. The City's Standard Conditions of Approval for dust control and other construction-related emissions would still apply, however, as well as any necessary permit conditions of the APCD. In addition, mitigation proposed in Section 4.1.7 should still be applied to any maintenance projects with a potential to reach the City and APCD's emission thresholds.

Environmentally Superior Alternative

Similar to the proposed project and the No Project alternative, the Airport is likely to experience moderate growth, as predicted by the City and FAA, under the Environmentally Superior alternative. Therefore, long-term (operational) and regional (cumulative) impacts related to air quality and GHG emissions of this alternative would also be the same as those expected to occur due to the proposed project. Both are expected to have no new significant impact since this growth was included in the City's General Plan and Climate Plan as well as the APCD's adopted and updated CAPs and associated environmental review.

The Environmentally Superior alternative would have less impact to air quality due to construction activities related to the Airport since some of the projects that could occur under the proposed project would not occur under this alternative. For the remaining development under this alternative, however, the City's Standard Conditions of Approval for dust control and other construction-related emissions would still apply, as well as any necessary permit conditions of the APCD. In addition, mitigation proposed in Section 4.1.7 should still be applied to any construction or redevelopment with a potential to reach the City and APCD's emission thresholds.

4.1.7 Mitigation Measures

The City's Standard Conditions of Approval Applicable to Project for dust control and other construction-related emissions will be applied to all recommended projects under the proposed Master Plan, as appropriate. Other specific permit conditions may be applied to individual projects by the APCD.

Mitigation Measure for Air Quality Impact AQ-2

The following programmatic measure will be incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan. This measure will reduce potential air quality impacts (construction-related) of the proposed Master Plan to a less than significant level.

AQ/mm-1: **As a condition of approval, all construction and/or building removal projects occurring under the proposed Master Plan shall be required to estimate said project's combined emissions from all construction equipment to ensure that the project would not exceed 25 tons of any criteria pollutant except CO within a 12-month period. Standard equipment exhaust mitigation measures recommended by the APCD for such projects shall be implemented, as appropriate.**

4.2 BIOLOGICAL RESOURCES

4.2.1 Environmental and Regulatory Setting

The Airport is located on a coastal plain along an east-west trending segment of the southern California coastline. The majority of the Airport is located within the historic boundaries of Goleta Slough, a coastal wetland that is one of the few remaining saltmarsh habitats in California and the only large area within the City with tidal-influenced creeks and salt water or brackish water marsh (Final General Plan EIR, p. 7-7). Two major creeks, Tecolotito and Carneros Creeks, traverse Airport property while San Pedro Creek forms part of the Airport's eastern border. Las Vegas Creek is also present north of Hollister Avenue where it crosses Airport property through the Twin Lakes golf course before it joins San Pedro Creek.

Airport development between 1928 and the 1970s resulted in the filling of portions of the Slough to accommodate runways, the conversion of grassland to accommodate a terminal, and the establishment of flood control channels and dikes, all of which caused the formation of basins within the Slough that gradually became cut-off from tidal circulation. However, the Slough still contains several channels that support tidal flow, for example, the designated Mesa Road Tide Channel, as well as formerly tidal areas and non-tide engineered wetland basins.

Currently, the parts of the Airport not occupied by facilities consist of a major portion of the Goleta Slough Ecological Reserve (GSER) and Goleta Slough State Marine Conservation Area and a variety of modified habitats. (The GSER is comprised of approximately 400 acres of the City-owned portion of the Slough and 34 acres owned by the California Department of Fish and Wildlife [CDFW].) Dominant vegetation includes pickleweed, saltgrass, and alkali wetlands, with brackish or freshwater wetland along upper wetland margins and within the several on-airport creeks. The upper Slough transitions to upland communities, including oak woodlands, coastal sage scrub, and annual grassland. The Slough supports rare, declining, and migratory wildlife, including sensitive and special interest bird species. These resources are discussed in more detail in the Special-Status Species subsection.

Within the past ten years, a number of Airport improvements have continued to shape the biology of the Airport. Tecolotito and Carneros Creeks were moved to accommodate the shifting of Runway 7-25 westward. Runway safety areas (RSAs) were extended on both sides of Runway 7-25, new taxiway improvements, new service roads and airfield drainage improvements were installed, as well as the removal of infield wetland habitat in and around the runways and taxiways. On-airport habitats are also routinely altered by the Santa Barbara County Flood Control District (SBFCD) for purposes of flood control and maintenance.

The Airport is also actively managing approximately 15 acres of the Goleta Slough Ecological Reserve, which is currently undergoing a habitat maintenance, monitoring and reporting program as required mitigation for the Airfield Safety Projects. A number of habitat restoration projects have occurred on the Airport, including the Airfield Storm Drain, Area R-2, Basin E/F Tidal Restoration, Firestone Drainage, Fuel Farm Ditch, Las Vegas Creek, Safety Area Grading Mitigation, Tecolotito Berms, Tecolotito/Carneros Creeks Banks, and Verhelle Bridge Relocation Restoration.

Regulatory Setting

Federal

The *Endangered Species Act* (ESA) provides legislation to protect federally-listed plant and animal species. Impacts to listed species require the responsible agency or individual to formally consult with the U.S. Fish and Wildlife Service (USFWS) (or National Marine Fisheries Service [NOAA Fisheries], if appropriate) to determine the extent of impact to a particular species. If USFWS or NOAA Fisheries determine that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. USFWS and NOAA Fisheries also regulate activities conducted in Federal critical habitat, which are geographic units designated as areas that support primary habitat constituent elements for listed species.

The *Magnuson-Stevens Fishery Conservation and Management Act* (MSA) was originally passed in 1976 and most recently reauthorized in 2007.³ Under the law, eight Regional Fishery Management Councils are charged with managing fisheries in Federal waters along the Atlantic, Pacific,

³ Known as the *Magnuson-Stevens Fisheries Conservation and Management Reauthorization Act of 2006*, available at: http://www.nmfs.noaa.gov/sfa/laws_policies/msa/.

and Gulf Coasts. In the Santa Barbara area, the MSA is implemented by NOAA Fisheries, West Coast Region.

The Councils are responsible for preparing Fisheries Management Plans, in which Essential Fish Habitat (EFH) is identified. EFH includes all types of aquatic habitat, (i.e., wetlands, coral reefs, seagrasses, and rivers) where fish spawn, breed, feed, or grow to maturity. For any Federal action that may adversely affect EFH, Federal agencies must provide NOAA Fisheries with a written assessment of the effects of that action on EFH (60 CFR §600.815).

The *Migratory Bird Treaty Act (MBTA) of 1918* protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the USFWS, and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other Federal agencies.

The *Fish and Wildlife Coordination Act* requires that agencies consult with the state wildlife agencies and the Department of the Interior (USFWS) concerning the conservation of wildlife resources where the water of any stream or other water body is proposed to be controlled or modified by a Federal agency or any public or private agency operating under a Federal permit.

Executive Order (E.O.) 13112, *Invasive Species* directs Federal agencies to use relevant programs and authorities, to the extent practicable and subject to available resources, to prevent the introduction of invasive species and provide for restoration of native species and habitat conditions in ecosystems that have been invaded. The FAA is to identify proposed actions that may involve risks of introducing invasive species on native habitat and populations. "Introduction" is the intentional or unintentional escape, release, dissemination, or placement of a species into an ecosystem as a result of human activity. "Invasive species" are alien species whose introduction does, or is likely to, cause economic or environmental harm or harm to human health.

The *Clean Water Act (CWA)*, section 404 allows the U.S. Army Corps of Engineers (USACE) to regulate the discharge of dredged and/or fill material into "Waters of the United States" (waters), including wetlands. The term "waters" is defined in the USACE regulations (Title 33 Code of Federal Regulations [CFR] section 328.3[a]) as:

1. All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect foreign commerce including any such waters:

- i. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
 - ii. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
 - iii. Which are used or could be used for industrial purpose by industries in interstate commerce;
4. All impoundments of waters otherwise defined as waters of the U.S. under the definition;
5. Tributaries of waters identified in paragraphs (a) (1) through (4) of this section;
6. The territorial seas;
7. Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a)(1) through (6) of this section.

The term “wetlands” (a subset of waters) is defined in 33 CFR 328.3(b) as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” The discharge of dredge or fill material into waters, including wetlands, requires authorization from the USACE prior to impacts.⁴

E.O. 11990, *Protection of Wetlands* also protects wetlands as defined by “those areas that are inundated by surface or groundwater with a frequency sufficient to support, and under normal circumstances, does or would support a prevalence of vegetation or aquatic life that require saturated or seasonally saturated soil conditions for growth and reproduction.” Categories of wetlands include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation), and poorly drained soils.

State

The *California Endangered Species Act* (CESA) ensures legal protection for plants listed as rare or endangered, and species of wildlife formally listed as endangered or threatened by the State. This State law also lists California Special Concern (CSC) species based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational

⁴ For tidally influenced waters, the USACE has two limits to its jurisdiction: one for Section 10 of the *Rivers and Harbors Act* and one for Section 404 of the CWA. The shoreward limit to the USACE jurisdiction under Section 10 extends to the line on the shore reached by the plane of the mean high water, which is 5 feet above mean low water. The shoreward limit for jurisdiction under the USACE Section 404 is based on the high tide line. If there are wetlands meeting the USACE criteria abutting or adjacent the high tide line, then the USACE jurisdiction under Section 404 extends to the limit of those wetlands.

value. Under State law, CDFW is empowered to review projects for their potential to impact State-listed and CSC species and their habitats.

In addition, the *California Fish and Game Code* (CFGF) states that “Fully Protected” (FP) species may not be taken or possessed without a permit from the Fish and Game Commission (Commission) and/or CDFW. Information on these species can be found within section 3511 (birds), section 4700 (mammals), section 5050 (reptiles and amphibians), and section 5515 (fish) of the CFGF.

The *California Ecological Reserve Act of 1968* (CFGF sections 1580-1585) established the Goleta Slough Ecological Reserve. As defined by the CFGF, section 1584, “ecological reserve” means land or land and water areas that are designated as an ecological reserve by the Commission pursuant to Section 1580 and that are to be preserved in a natural condition, or which are to be provided some level of protection as determined by the Commission, for the benefit of the general public to observe native flora and fauna and for scientific study or research.

Under CFGF section 1900, et seq., the *California Native Plant Protection Act of 1977* (also managed by CDFW), was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, plant species included on the California Native Plant Society (CNPS) lists 1A, 1B, and 2 are considered “rare” under the Act, and must be fully evaluated under CEQA. Impacts to plants on CNPS lists 3 and 4 are also often evaluated in CEQA documents, especially if protected at the local level. CNPS list 3 plant species are those for which little information is known, while plants included on CNPS list 4 have limited distributions.

The *Marine Life Protection Act of 1999* aims to protect California’s marine natural heritage by establishing a statewide network of marine protected areas (MPAs) to protect the diversity and abundance of marine life, the habitats they depend on, and the integrity of marine ecosystems (see CFGF, section 2853). MPAs along the central California coast (Pigeon Point to Point Conception) have been in effect in State waters since September 21, 2007. The Goleta Slough State Marine Conservation Area includes the waters below the mean high tide line within Goleta Slough northward of latitude 34° 25.02’ N. The State Marine Conservation Area designation limits its recreational and/or commercial take to protect the Slough’s specific resources (CDFG 2012).

CFGF, section 1600 et seq. (Streambed Alteration) allows CDFW to regulate activities which “will substantially divert, obstruct, or substantially change the natural flow or bed, channel or bank, of any river, stream, or lake designated by CDFW in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit.” CDFW takes jurisdiction to the top of bank of a stream, or the limit of the adjacent riparian vegetation, often referred to as “streambed and associated riparian habitats.” Applications to CDFW for Streambed Alteration under Section 1600 et seq. must include a complete certified CEQA document.

Within estuary environments, waters are not regulated under Section 1600 of the CFGF where waters are principally marine, aquatic shorelines are shaped principally by tidal current and wave action not by fluvial processes, vegetation is saline marsh and not brackish or freshwater vegetation, and marine fish and invertebrate communities are prevalent. Conversely, areas dominated

by fresh and brackish salinities and freshwater aquatic species, with fluvial erosion patterns, are regulated under Section 1600.

The *Porter-Cologne Water Quality Control Act* allows local regional water quality control boards (RWQCBs) to regulate discharges of waste, or proposals to discharge waste, within any region that could affect a “water of the State” (*Water Code*, Section 13260(a)), pursuant to provisions of Section 401 of the Federal CWA. Waters of the State are defined as “any surface water or groundwater, including saline waters, within the boundaries of the state” (*Water Code*, Section 13050(e)). Before the USACE will issue a CWA section 404 permit, applicants must receive a CWA section 401 Water Quality Certification from the RWQCB. If a CWA section 404 permit is not required for the project, the RWQCB may still require a permit (i.e., Waste Discharge Requirement) under the *Porter-Cologne Water Quality Control Act*. Applications to the RWQCB must include a complete certified CEQA document.

Finally, the *California Coastal Act* (Coastal Act) is administered by the California Coastal Commission (CCC) to prevent impacts in the “Coastal Zone.” From three miles seaward, the Coastal Zone generally extends approximately 1,000 yards inland, although in less developed areas, it can extend up to five miles inland from the mean high tide line; it can also be considerably less than 1,000 yards inland in developed areas. The Coastal Act protects designated sensitive coastal areas by providing additional review and approvals for proposed actions in these areas, i.e., a Coastal Development Permit (CDP) is required for almost all development within the Coastal Zone. The Coastal Act also directs each city or county within the Coastal Zone to prepare a Local Coastal Program (LCP) for CCC certification. Refer to Exhibit 1A for the location of the Coastal Zone in the areas near the Airport.

The Coastal Act includes specific sections that limit uses allowed in water and marine environments and in “environmentally sensitive habitat areas” (ESHAs). Section 30121 of the Coastal Act defines wetlands as “...lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, swamps, mudflats, and fens...” The Coastal Act allows disking, filling, or dredging of wetlands for certain uses, such as restoration.

Section 30233 of the Coastal Act sets forth specific limitations on uses allowable in wetlands.⁵ The limitations are generally defined in a three-part test as follows:

1. The purpose of the project is limited to one of eight allowable uses identified in Section 30233;
2. The project has no feasible less environmentally damaging alternative; and

⁵ In contrast to the USACE, which uses a three-parameter definition to delineate wetlands, the CCC essentially uses the Cowardin method of wetlands classification, which defines wetland boundaries by a single parameter (i.e., hydric soils, hydrophytic vegetation, or hydrology) (Cowardin et al. 1979). The CCC wetland definition is generally more encompassing than either the USACE or CDFW definition in most respects.

3. Adequate mitigation measures to minimize the adverse impacts of the proposed project on habitat values have been provided.

Section 30240 of the Coastal Act mandates that only resource-dependent uses may be allowed in ESHAs. Resource-dependent uses are typically defined as nature study, aquaculture, limited and passive public recreational facilities that provide coastal resource educational experiences, or similar resource-dependent activities. The following three main elements must be met for an area or habitat to be considered an ESHA: first, a geographic area can be designated an ESHA either because of the presence of individual species of plants or animals or because of the presence of a particular habitat; second, for an area to be designated as an ESHA, the species or habitat must be either rare or it must be especially valuable; and three, the area must be easily disturbed or degraded by human activities.

Local

The following City regulations also provide protection for biological resources (see Section 4.2.2, Applicable Plans and Policies for identification of specific General Plan and LCP policies regarding the protection of biological resources at the Airport):

- The *Santa Barbara General Plan*, Conservation Element requires enhancement and preservation of critical ecological resources (e.g., marine resources, major drainage channels, endangered species habitat, perennial grassland, oak woodland and specimen trees).
- The *Santa Barbara General Plan*, Environmental Resources Element includes goals and policies for managing the City's biological and water resources.
- The City's *Coastal Plan: Airport and Goleta Slough* (2003) is a certified LCP specific to development at the Airport that implements Coastal Act policies requiring protection of ESHAs and other sensitive biological resources.
- *Santa Barbara Municipal Code*, Title 22, Environmental Policy and Construction, Chapter 15.20, Tree Preservation and Section 22.10.060, City Vegetation Removal Ordinance requires protection and/or replacement of healthy specimen trees and significant vegetation.
- *Santa Barbara Municipal Code*, Title 29, Goleta Slough Reserve Zone (G-S-R) protects sensitive environmental resources through the City's zoning ordinance by providing additional development standards for lands at the Airport within the Coastal Zone. Section 29.25.030 lists the uses permitted in the G-S-R zone subject to a Goleta Slough CDP:
 - Restoration projects;
 - Incidental public service projects;
 - Nature study, bird watching, aquaculture, and other resource-dependent activities;

- Flood control or water supply projects;
- Fish and wildlife habitat improvement; and
- Repair or maintenance activities that do not result in enlargement or expansion of the object being repaired.

Specific to the Airport are the following allowable uses:

A. Maintenance Activities

1. Trimming of vegetative growth within the extended runway safety area and flight control area in accordance with FAA regulations, as required.
2. Mowing of grass and maintenance in accordance with FAA requirements of areas directly adjacent to and parallel to the runways and taxiways within 135 feet of the existing paved surface.
3. Maintaining the existing approach lighting system and access road, the existing glide slope, the existing Airport Surveillance Radar and access road, the existing Airport patrol road running along the perimeter of the Slough, and safety related facilities and uses necessary to maintain existing airport capacity and operations.

Section 29.25.040 states that activities such as “the clearing of channels, digging of ditches, desilting, and dredging” would require a Goleta Slough CDP.

Special-Status Species

Special-status species are plant, fish, and wildlife species with limited distribution or abundance, are particularly vulnerable to human disturbances, or have special educational, scientific, cultural, or historic interest. As defined by the City, special-status species include (Final General Plan EIR, p. 7-9):

- Listed Species: Species listed as endangered, threatened, or rare under the Federal and/or State Endangered Species Acts, regardless of any other status of the species.
- Special-Status Species: Species that are not listed, but are designated as State FP or CSC species for wildlife, or CNPS List 1A (Presumed Extinct in California) or CNPS List 1B (Rare, Threatened, or Endangered in California and elsewhere) for plants.
- Species of Interest: Species identified as International Union for Conservation of Nature and Natural Resources (IUCN) Least Concern, CNPS List 4.2, CNPS List 4.3, locally rare, species of local interest, or regionally rare by a qualified biologist.

As part of the current Airport Master Plan, detailed vegetation maps, along with a Special-Status Species Inventory containing descriptions of all mapped vegetation communities, non-vegetated habitats, and potentially occurring special-status species, have been prepared for the biological

study area (defined as the non-airfield portions of the Airport) (Appendix C of the Draft [Program EIR](#)). **Exhibit 4B** shows the location of special-status species and their associated habitats within the biological study area. Based on this recent inventory, several rare plants are present in transitional areas of the Slough, including Coulter's goldfields and southern tarplant, which have California Rare Plant Ranks (CRPR) of 1B.1 and 1B.2, respectively. Special-status plants, including locally rare plants, with the potential to occur at the Airport are listed in **Table 4C**.

TABLE 4C
Special-Status Plants Likely to Occur
Santa Barbara Airport

Common - Scientific Name	Life Form	Regulatory Status	Primary Habitat Association	Potential to Occur
Parish's glasswort - <i>Arthrocnemum Subterminale</i> (= <i>Salicornia subterminalis</i>)	perennial herb	LR	Coastal salt marsh, alkali sink, coastal sage scrub, wetland-riparian	Present
Watson's saltbush - <i>Atriplex watsonii</i>	perennial herb	LR	Coastal strand, coastal salt marsh, coastal sage scrub, wetland-riparian	Possible
Saltwort - <i>Batis maritima</i>	shrub	LR	Coastal strand, coastal salt marsh, wetland-riparian	Likely
Southern tarplant - <i>Centromadia parryi</i> ssp. <i>australis</i>	annual herb	CRPR 1B.1; LR	Margins of marshes and swamps, vernally mesic valley and foothill grassland, vernal pools	Present
Water pygmy weed - <i>Crassula aquatic</i> (= <i>Crassula saginoides</i>)	annual herb	LR	Yellow pine forest, foothill woodland, chaparral, valley grassland, wetland-riparian	Possible
Shore grass - <i>Distichlis littoralis</i> (= <i>Monanthochloe littoralis</i>)	perennial herb	LR	Coastal salt marsh, wetland-riparian	Likely
Short-seeded waterwort - <i>Elantine brachysperma</i>	annual or perennial herb	LR	Many plant communities, including wetland-riparian	Present
Mature coyote thistle - <i>Eryngium vaseyi</i>	perennial herb	LR	Valley grassland, wetland-riparian	Possible
Low barley - <i>Hordeum depressum</i>	annual herb	LR	Many plant communities, including wetland-riparian and grasslands	Present
Coulter's goldfields - <i>Lasthenia glabrata</i>	annual herb	CRPR 1B.1; LR	Salt water marshes and swamps, playas, vernal pools	Present
California marsh rosemary - <i>Limonium californicum</i> var. <i>californicum</i>	perennial herb	LR	Coastal salt marsh, coastal strand, wetland-riparian	Possible
Lemmon's canary grass - <i>Phalaris lemmonii</i>	annual herb	LR	Coastal sage scrub, valley grassland, foothill woodland, mixed evergreen forest, wetland-riparian	Possible
Pillwort - <i>Pilularia americana</i>	fern	LR	Valley grasslands, wetland-riparian	Possible
Estuary seablight - <i>Suaeda esteroa</i>	perennial herb	CRPR 1B.2; LR	Marshes and swamps (coastal salt)	Possible
Woolly seablight - <i>Suaeda taxifolia</i>	shrub	CRPR 4.2; LR	Coastal bluff scrub, coastal dunes, marshes and swamps (margins of coastal salt marshes)	Likely
Slim aster - <i>Symphyotrichum subulatum</i> var. <i>parviflorum</i> (<i>Aster subulatus</i> var. <i>ligulatus</i>)	perennial herb	LR	Saltflats and salt marshes, vacant lots	Likely
Arrow grass - <i>Triglochin concinna</i>	perennial herb	LR	Coastal salt marsh, creosote bush scrub, sagebrush scrub, pinyon-juniper woodland	Possible

Source: Dudek 2012; see Appendix C of the Draft [Program EIR](#).

Legend:

CRPR = California Rare Plant Rank: 1B – Plants Rare, Threatened, or Endangered in California or elsewhere; 4-Plants of Limited Distribution – A Watch List; 0.1 – seriously threatened in California; 0.2 – Fairly threatened in California; 0.3 – Not very threatened in California or no known threats.

LR = Locally rare per *Rare Plants of Santa Barbara County* (Wilken 2010)

Goleta Slough and the Airport contain habitat for numerous special-status and common wildlife species. Several species of raptors, such as the State FP white-tailed kite and the northern harrier often hunt within portions of wetland habitat. Sandpipers and plovers foraging in mudflats and other sparsely vegetated areas feed on invertebrates. During particularly wet periods, these species also may feed in seasonal pools that form in grassy areas near the airfield. The pickleweed marsh in the Slough provides nesting habitat for the State endangered Belding's savannah sparrow and formerly hosted the Federal endangered light-footed clapper rail.

The brackish waters of Tecolotito and Carneros Creeks, as well as other tidal channels within the Slough, are occupied by the tidewater goby, a Federal endangered species and a CSC. Steelhead of the southern California distinct population segment (DPS), also a Federal endangered species and a CSC, may occasionally pass through Goleta Slough in transit to upstream spawning areas. The following information is taken primarily from Chapter 2 of the Slough Management Plan (GSMC 2015), which in turn references Appendix C of the Draft Program EIR. The entire Slough Management Plan is incorporated by reference into this Recirculated Draft Program EIR and can be reviewed in its entirety at <http://www.goletaslough.org/committee/2016-goleta-slough-management-plan/>.

- Tidewater gobies are found in brackish or freshwater in bays, sounds, and lagoons and creeks along the coast from Del Norte County south to San Diego County. Although this species inhabits creeks along the entire coast of Santa Barbara County and was present in Goleta Slough in the 1960s, collecting efforts in the 1990s failed to find tidewater gobies there, and the species was considered extirpated in the area in 2005. However, surveys conducted in 2006 in relation to the Airport's Creek Relocation Project recorded tidewater gobies in both Tecolotito and Carneros Creeks. Post-construction surveys also found the species in both of these creeks in 2007 and 2008. Surveys within limited areas of Basin E/F and adjacent portions of Tecolotito Creek resulted in observations of one tidewater goby in September/October 2010, five in May 2011, and none in August 2011. The species has also been observed in Atascadero Creek, but so far, has not been recorded in San Pedro or San Jose Creeks. The USFWS did not include any portion of the Airport in its final designation of tidewater goby critical habitat in 2008 (73 Federal Register [FR] 5920-6006); all five creeks converging in Goleta Slough were included within a proposed revision of critical habitat for the species in 2011 (76 FR 64996-65060).
- Adult steelhead occurrence in the Slough ~~is limited to periods~~ generally occurs when the estuary is open and water depths in the river allow adults to use it as a migration corridor to the upper watershed. Juvenile steelhead may be present within upstream freshwater habitats of the Slough depending upon seasonal variations, and have been reported in upstream habitats of Atascadero, San Jose, San Pedro, and Tecolotito Creeks as well as in some of their tributaries. Adult steelhead has been reported in the lower sections (south of Highway 101) of San Pedro, Atascadero, and Maria Ygnacio Creeks.

According to information from the National Marines Fisheries Service letter on the Recirculated Draft Program EIR (dated September 6, 2016) (Appendix B, Letter 6), although the frequency that adult or juvenile steelhead pass through the Slough has not been monitored, the persistent presence of juveniles rearing in the major spawning and rearing

tributaries in the Goleta Slough watershed and observations of adults in the tributaries of San Pedro, Atascadero, and Maria Ygnacio creeks suggest that steelhead likely travel through the Slough annually. The Goleta Slough is the sole point of entrance and exit for steelhead using the tributaries to the Goleta Slough watershed.

In addition, adult steelhead may use the Slough as “over-summering refugia (most frequently as spawned out kelts)”⁶ and for juvenile rearing (**Appendix B**, Letter 6). If this occurs, the availability of abundant food sources for juveniles can support accelerated growth, and subsequent increased ocean survival; juvenile use of estuaries typically increases when the sand berm closes the estuary and mildly brackish or freshwater conditions develop (Bond 2006, Bond et al. 2008, Kelley 2008, Atkinson 2010, Hayes et al. 2011). Management of the sand berm to Goleta Slough is ongoing and requires the balancing of several different goals including wildlife management, flood control, and aviation safety.

Wildlife species protected by Federal and/or State regulations that are likely to occur at the Airport are listed in **Table 4D**. Although listed on the California Natural Diversity Database (CNDDB) for the general area, no suitable habitat exists at the Airport for the following federally protected species: California red-legged frog, California least tern, southwestern willow flycatcher, and snowy plover.

Wildlife Hazards

In addition to the species identified in **Tables 4C** and **4D**, the Airport’s scrub habitats and small amount of woodland support a more upland assemblage of common plant and wildlife species. Based on information received from the Santa Barbara Audubon Society in a letter regarding the Draft Program EIR, the following birds have been known to use the Slough historically and may or may not continue to use the undeveloped portions of the Slough: American bittern; Black-crowned night-heron; burrowing owl (wintering); California horned lark; California least tern; Cooper’s hawks; double-crested cormorant; and numerous others. Grasshopper sparrows nest near the Slough on More Mesa and the great blue heron has a nesting rookery at Goleta Beach.

A more comprehensive discussion of wildlife at the Airport and its environs, and in particular, birds, is contained in a recently completed *Santa Barbara Airport Wildlife Hazard Assessment* (WHA) for the Airport (Dudek et al. 2016). FAA has strict regulations regarding the potential for bird strikes at airports. This report has been included in this the Recirculated Draft Program EIR as Appendix B.

⁶ Unlike a typical salmon that dies after it spawns, steelhead can repeat spawn like freshwater trout. These repeat spawning steelhead, known as kelts, go back out to the ocean after they spawn to start the cycle over again.

TABLE 4D
Special-Status Wildlife Likely to Occur
Santa Barbara Airport

Common – <i>Scientific Name</i>	Regulatory Protec- tion	Regulatory Status	Habitat Types
Birds			
Belding's savannah sparrow - <i>Passerculus sandwichensis beldingi</i>	CESA; City's Local Coastal Program	State Endangered	Alkali heath marsh, mudflats, pickleweed mats, salt flats ¹
Least Bell's vireo - <i>Vireo bellii pusillus</i>	ESA; CESA	Federal Endangered; State Endangered	Arroyo willow thickets, mulefat scrub ²
Light-footed clapper rail - <i>Rallus longirostris levipes</i>	ESA; CESA	Federal Endangered; State Endangered	Mudflats, pickleweed mats, salt marsh bulrush, saltflats
White-tailed kite - <i>Elanus leucurus</i>	CFGC	State Fully Protected	Coast live oak woodland ³
Fish			
Steelhead, Southern California DPS - <i>Oncorhynchus mykiss irideus</i>	ESA; CESA	Federal Endangered; California Species of Concern	Open water
Tidewater goby - <i>Eucyclogobius newberryi</i>	ESA; CESA	Federal Endangered; California Species of Concern	Open water

Source: Dudek 2012; see Appendix C of the Draft [Program](#) EIR.

Legend:

CESA = California *Endangered Species Act*

ESA = Federal *Endangered Species Act*

CFGC = *California Fish and Game Code*

DPS = Distinct population segment

¹ Refers to breeding habitat only. Also forages in mudflats, saltflats, and a variety of scrub and grassland communities, especially near nesting habitat.

² Refers to breeding habitat only. Also forages in a variety of adjacent habitats.

³ Refers to breeding habitat only. Also forages in a variety of grassland and open scrub communities.

Environmentally Sensitive Habitat Areas

According to CNDDDB, one special-status natural community occurs in the biological study area: southern coastal salt marsh. In addition, various vegetation communities occurring in the biological study area receive special protection under the Coastal Act or other regulations or agencies.

Southern Coastal Salt Marsh

Southern coastal salt marsh was identified as occurring in the biological study area (CNDDDB 2011). This sensitive natural community occurs in California along the coast from Point Conception southward. In the biological study area, it occurs in the form of four distinct vegetation communities: alkali heath marsh, pickleweed mats, salt grass flats, and salt marsh bulrush. In addition

to being listed as a sensitive natural community by the CDFW, southern coastal salt marsh at the Airport provides habitat for listed species as discussed below:

- Alkali heath marsh - Belding's savannah sparrows nest occasionally in alkali heath marsh and may use this community year-round for cover. Several rare plant species have the potential to occur within this community.
- Pickleweed mats - Pickleweed mats alliance in the biological study area currently provides nesting habitat for one listed bird species: Belding's savannah sparrow. This habitat also potentially provides habitat for a second listed bird species, the light-footed clapper rail, although without tidal circulation and predator management, the Airport's pickleweed marsh habitat is not presently suitable for the clapper rail. Some birds of prey forage in pickleweed mats and other salt marsh habitats when not inundated, including the white-tailed kite. Several special-status plant species also have the potential to occur in this community.
- Salt Marsh Bulrush - On the Airport property, it is unlikely that special-status wildlife species would regularly occupy this habitat; however, two special-status bird species (nesting) have low potential to utilize this habitat, i.e., the least bittern and tricolored black-bird. Light-footed clapper rails, extirpated from Goleta Slough, may have formerly nested in this community.

Riparian Scrub Communities

Two riparian vegetation communities found in the biological study area (arroyo willow thickets and mulefat scrub) are potentially habitat for special-status species, including at least one listed species. Although not specifically mentioned in the Airport's LCP, the LCP calls for protection of endangered species habitat, which potentially includes these communities.

- Arroyo Willow Thickets - Least Bell's vireo has occurred within willow habitat along Carneros Creek. Yellow warblers and yellow-breasted chats have been recorded within the biological study area during migration, and have some potential to nest there. ~~White-tailed kites have roosted in willows within the biological study area and have the potential to roost in several locations.~~ A small potential exists for birds of prey, such as the white-tailed kite and Cooper's hawk, to nest in this community. However, based on a year-long survey conducted in connection with the December 2014 - November 2015 WHA, single kites were observed eight times on the entire Airport property with only one of these observations in proximity to Carneros Creek; no nests were observed near the creek (Dudek et al. 2016).
- Mulefat Scrub - Mulefat scrub, when occurring adjacent to arroyo willow thickets, may potentially provide habitat for least Bell's vireos.

Open Water

Open water, identified as a habitat type within the biological study area, is important habitat for two listed species: tidewater goby and steelhead. As previously discussed, tidal channels and creeks within the biological study area provide habitat for the tidewater goby. This species occurs in less saline waters that occur away from the ocean, but has the potential to occur in streams and tidal channels anywhere within the biological study area. Steelhead of the southern California DPS have been reported in creeks flowing into the channel that meets the main slough channel at Goleta Beach County Park. Although this species is not known to occur in Carneros Creek, suitable spawning habitat is present upstream, and regular monitoring of the creek for steelhead has not occurred. ~~and~~ Steelhead would have to travel through the lower reaches of the stream, within the biological study area.

Wetland communities

Various wetland communities, in addition to those mentioned above, are protected under the Coastal Act, the CWA, or the CFGC. As documented in Appendix D of the Draft Program EIR, biologists performed a Wetlands Inventory of the biological study area during February through March 2012 (Dudek 2012). All areas identified as being potentially subject to the jurisdiction of the USACE, RWQCB, CDFW, and/or CCC were field verified and mapped. Biologists also surveyed the infield for potential wetlands. These undeveloped areas were located near the runways and taxiways where the Airport has authority to maintain through regular mowing and occasional grading to deter use by wildlife and ensure the safety of aircraft. All developed areas (terminal, parking, hangars, airport facilities, etc.) that did not contain elements of natural vegetation were not surveyed for wetland habitat.

A detailed description of hydrophytic vegetative communities, hydric soils, and hydrology of the Airport is provided in Appendix D of the Draft Program EIR. The results of the wetlands inventory include areas delineated as jurisdictional by the USACE, RWQCB, CDFW, and CCC. The locations of these varying jurisdictional boundaries are shown on **Exhibit 4C**. Wetland communities at the Airport include all four on-Airport creeks, the Mesa Road Tidal Channel, and several sub-basins within Goleta Slough.

Many of the infield areas may also be subject to the jurisdiction of the CCC and potentially the USACE, especially to the west and south where the Airport was historically covered by Goleta Slough wetlands and where Tecolotito Creek once transected the Slough prior to its recent relocation. Hydrophytic vegetation was found to be intermittent to continuous through the majority of the infield areas that contain potential wetlands. This was especially evident in topographically depressed areas and areas adjacent to runways and storm drains, which likely receive greater amounts of local runoff. Alkali heath, meadow barley, and salt grass were the most common hydrophytes observed in these areas. Often when wetland vegetation had a clustered distribution, bare ground void or nearly void of vegetation was found in between these clumps. Upland vegetation was more evident as the survey continued to the east and north until it eventually dominated the infield areas.

Other indications of wetland potential included salt deposits, which were the widest spread primary indicator of hydrology within the infield areas and were often found on the surface of bare ground between clumps of hydrophytic vegetation and in unvegetated depressions. At one location, a storm drain was inundated with shallow runoff. A Baja California chorus frog (*Pseudacris hypochondriaca hypochondriaca*) was observed at this location further indicating the possibility of wetland habitat, although severely modified.

In conclusion, primary wetland indicators are present in western and southern infield areas as indicated above and presented on **Exhibit 4C**. These infield areas meet the definition of wetland under the Coastal Act and, therefore, the CCC could take jurisdiction over these areas. The USACE may also take jurisdiction under the CWA, section 404, based on the historical extent of the Goleta Slough and the wetland characteristics still evident in the infield areas. Additional surveys would be necessary to delineate the exact limits of jurisdiction based on vegetation and hydrologic conditions prior to any future proposed development(s). It is recommended that these surveys occur between late spring and summer prior to maintenance activities (i.e. mowing) when hydrophytic plants are in identifiable condition.

Other Vegetation Communities

Other vegetation communities, including some communities dominated by non-native vegetation, are often considered sensitive resources. At the Airport, eucalyptus groves are present along the Slough's border with UCSB. Although monarch butterflies are not known to roost within the biological study area, eucalyptus woodland there provides potential roosting habitat. At least one raptor species, the red-tailed hawk, has nested in this community within the biological study area, while others, such as the Cooper's hawk, have the potential to do so.

In addition, upland habitats can support sensitive species and provide a transitional area during floods or as sea level rise occurs. The area north of the Runway 7-23 between the runway's western end and Carneros Creek contains disturbed, upland habitat that is currently maintained for the runway safety area environment (i.e., grasses are typically maintained at six- to eight-inches in height). As documented in **Appendix C** (Final Program EIR), this area is low-quality foraging habitat for the white-tailed kite, and contains extremely low populations of suitable prey. The Airport's Wildlife Hazard Management Plan (WHMP) (which is a Federal requirement for Part 139-certified airports) requires that the Airport monitor rodent populations on the airfield and implement a periodic control program (City of Santa Barbara 2017). See further discussion of the WHMP later in this section.

Wildlife Movement within the Vicinity of Goleta Slough

As part of the environmental scoping process for this Program EIR, both the Goleta Slough Management Committee (GSMC) and CDFW had comments regarding the movement of wildlife from open spaces near Isla Vista (such as Devereux Slough) and Atascadero Creek on the other side of Goleta Slough. The Santa Barbara Wildlife Linkages Project (UCSB research project) is currently monitoring and reporting wildlife sightings and movement in the area. Bears have been sighted at

the mouth of Devereux Slough, along Atascadero Creek, and on UCSB's campus; bobcats have also been documented within the region (UCSB 2014). Currently, the Airport's perimeter fence is a barrier to certain small and medium-sized mammals, such as coyotes, gray foxes, and bobcats, that might otherwise enter the Goleta Slough. The Airport has an ongoing Wildlife Hazard Management Program that allows the removal of any wildlife hazard on an as-needed basis (see applicable subsection of Section 4.2.2).

4.2.2 Applicable Plans and Policies

City General Plan Policies

The *Santa Barbara General Plan* (2011) has several policies in its Environmental Resources Element that would offer protection for biological resources at the Airport:

ER11. Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

ER12. Wildlife, Coastal and Native Plant Habitat Protection and Enhancement. Protect, maintain, and to the extent reasonably possible, expand the City's remaining diverse native plant and wildlife habitats, including ocean, wetland, coastal, creek, foothill, and urban-adapted habitats.

ER13. Trail Management. Existing and future trails along creeks or in other natural settings shall be managed for both passive recreational use and as native species habitat and corridors.

ER15. Creek Resources and Water Quality. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

ER17. Creek Setbacks, Protection, and Restoration. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

The City's Conservation Element has biological resource policies that are similar to Coastal Act policies in terms of protection of resources and enhancement of sensitive habitats. Since the Airport's LCP policies are more specific to the Airport and the Slough than the City's more general Conservation Element policies, see the discussion below.

City Coastal Plan: Airport and Goleta Slough

Biological coastal policies for the Airport are found in the Environmentally Sensitive Habitat section of the Airport's LCP. Policies applicable to future development at the Airport, as recommended by the proposed Master Plan, are listed in **Table 4E**.

TABLE 4E
LCP Policies Regarding Biological Resources
Santa Barbara Airport

	Policy
Policy C-4	A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of all wetland communities, based upon wetlands delineated in the map entitled "Airport and Goleta Slough Coastal Plan Wetland Habitats, dated January 1998," and/or the most recent available wetland survey of the site prepared in accordance with the definitions of Section 13577(b) of Title 14 of the California Code of Regulations, and shall include open water, coastal saltwater marsh, freshwater marsh, swamps, salt flats, mudflats, fens, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition habitats. Incidental Airport uses and facilities necessary for existing Airport operations and found to be consistent with PRC section 30233 may be provided and maintained. Where development of the Airfield Safety Projects renders maintenance of a 100-foot buffer area between new development and delineated wetlands infeasible, the City shall provide the maximum amount of buffer area feasible and all impacts to wetland habitat shall be mitigated to the maximum extent feasible such that no net loss of wetland habitat occurs.
Policy C-8	No uses incompatible with the protection and maintenance of the wetland habitat and its open space character will be allowed in areas under City jurisdiction.
Policy C-9	Any development approved within or adjacent to the wetland areas identified on the habitat map shall have been found to be consistent with PRC's sections 30233, 30230, 30231 and 30607.1. Within the sensitive habitat areas, the approval of any restoration project which contains project elements which are not specifically permitted under PRC section 30233 shall occur only after the State Department of Fish and Game makes the finding, under Section 30411, that the wetland is so severely degraded that major restoration which might include other uses not specifically permitted under Section 30233 is necessary and will have the primary effect of restoring the degraded area.
Policy C-10	All development and mitigation of impacts on Goleta Slough shall be consistent with the policies of the <i>Goleta Slough Ecosystem Management Plan</i> , which is adopted and incorporated herein as Appendix G as it pertains to the Airport property.
Policy C-11	<p>The Airfield Safety Projects, specifically development of the Runway Safety Area Project for Runway 7-25 and construction of Taxiway M, shall not result in the permanent net loss of wetland or upland habitat. Wetland areas temporarily affected by construction activities shall be restored to pre-construction conditions. The required mitigation ratios for the estimated 13.30 acres of permanent wetland and 10.87 acres of permanent upland impacts associated with the Airfield Safety Projects shall be as follows:</p> <ul style="list-style-type: none"> • Seasonal Wetlands 4:1 • Creeks and open channels 2:1 • Uplands 1:1 • Approximately 36 acres of wetland mitigation shall be accomplished in accordance with the Airport's October 2001 wetland mitigation plan for the Airfield Safety Projects, in addition to the supplementary mitigation required below. The upland mitigation shall be accomplished in accordance with the Airport's upland mitigation plan dated April 2002. • Prior to issuance of a Coastal Development Permit for the Airfield Safety Projects, final wetland and upland habitat mitigation, restoration, management, maintenance and monitoring plans shall

	<p>be developed by a qualified biologist and/or resource specialist and shall be reviewed and approved by the California Department of Fish and Game. An implementation schedule shall be developed as part of the final mitigation plans that includes detailed descriptions of the mitigation sites and surrounding ecology, mitigation goals, objectives and performance standards; restoration and management actions including procedures and technical specifications for wetland and upland planting; methodology and specifications for removal of exotic species; soil engineering and soil amendment criteria; identification of plant species and density; maintenance requirements; monitoring methods, documentation requirements and submittal schedules for reviewing agencies; and performance criteria consistent with achieving the identified goals and objectives of mitigation; measures to be implemented if success criteria are not met; and long-term adaptive management of the restored areas for a period of not less than seven years. Compliance with the plans referenced above shall be a condition of approval of a Coastal Development Permit for the Airfield Safety Projects.</p> <ul style="list-style-type: none"> • The City shall implement all habitat mitigation and restoration requirements prior to or in concurrence with development of the Airfield Safety Projects to comply with the above identified mitigation ratios. With respect to wetland mitigation and tidal restoration of Goleta Slough, the City shall implement all measures necessary to fulfill a 3:1 mitigation requirement for impacts to wetland habitat prior to or concurrently with development of the Airfield Safety Projects and shall continue to examine the feasibility of implementing tidal restoration as a means of meeting the full 4:1 wetland mitigation ratio requirement. • Once there is authorization from the FAA to proceed with tidal restoration, and concurrence with the California Department of Fish and Game and the Goleta Slough Management Committee on the nature, scope and schedule of the tidal restoration projects following completion of the tidal restoration experiment, the City shall act as lead agency to develop and implement a Tidal Restoration Plan for at least 13.30 acres with participation from U.C. Santa Barbara, the California Department of Fish and Game, the Goleta Slough Management Committee, and adjacent property owners. Should any participating agencies or property owners choose not to participate, or an agreement is not reached with all interested parties, the City shall continue to implement tidal restoration options to the maximum extent feasible unless the Commission or the FAA prohibit or deny tidal restoration. • Within five years of issuance of the Coastal Development Permit for the Airfield Safety Projects, the City shall present all documentation, findings and conclusions relative to the tidal restoration studies for review by the Commission. If the evidence demonstrates that tidal restoration is an infeasible means of satisfying the wetland mitigation requirements of the Airfield Safety Projects due to safety concerns, and/or the tidal restoration experiment or project is terminated at any point subsequent to implementation of an approved tidal restoration plan, the City shall immediately implement additional wetland mitigation measures to supplement mitigation efforts in full compliance with the 4:1 wetland mitigation requirements. • If the results of the Goleta Slough Tidal Restoration/Bird Strike Experiment indicate that tidal restoration will not significantly and adversely increase the potential for aircraft bird strikes as determined by the FAA, the City shall provide 13.30 acres of the required wetland mitigation as part of a future, long-term project to restore tidal circulation to portions of Goleta Slough. In the event that tidal restoration mitigation is determined to be infeasible, the City of Santa Barbara shall provide 13.30 acres of in-kind mitigation for impacts to seasonal wetlands to complete the mitigation requirement. The additional 13.30 acres of wetland mitigation will fulfill the Airport's requirements for wetland mitigation for the Airfield Safety Projects. Priority shall be given to on-site mitigation for the additional 13.30 acres of wetland mitigation. Off-site mitigation measures shall only be approved should it not be feasible to fully mitigate impacts on-site. The City shall coordinate with the California Department of Fish and Game and the Goleta Slough Management Committee to identify potential off-site mitigation sites. Off-site mitigation measures shall be implemented in an area in close proximity to the project as is feasible, and shall not be located outside of the Santa Barbara County area.
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	Full compliance with all the above provisions of Policy C-11 shall be required by the terms and/or conditions of the Coastal Development Permit authorizing the Airfield Safety Projects.
Policy C-12	New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss; limit increase of impervious surfaces; limit disturbance of natural drainage features and vegetation; minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from site runoff from impervious areas. New development shall incorporate Best Management Practices (BMPs) or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible.
Policy C-15	Special-status plant and wildlife protection measures shall be implemented for all development projects that will potentially impact sensitive plant and wildlife species and/or that will result in disturbance or degradation of habitat areas that contribute to the viability of plant or wildlife species designated as rare, threatened, or endangered under State or Federal law, including plant species designated as rare by the California Native Plant Society.
Policy C-16	<p>With respect to the Airfield Safety Projects, all construction, habitat mitigation and restoration plans, and special-status plant and wildlife mitigation and protection measures, shall be reviewed and approved by the regulatory agency/agencies having jurisdiction over the identified resource, including the California Department of Fish and Game, U.S. Fish and Wildlife Service, and the National Marine Fisheries Service, and shall at a minimum include:</p> <ul style="list-style-type: none"> • Project timing and implementation schedules that describe timing, duration, methods, and staging areas for all construction operations and restoration plans. The project timing and implementation schedules shall include a submittal schedule for implementation of proposed restoration plans and for all resource monitoring reports. • Prior to commencement of construction activities, surveys of the project area shall be conducted for special status wildlife species. Should the site surveys identify special status wildlife species on or near the project site, a qualified biologist or resource specialist shall develop a plan to avoid or mitigate potential impacts to the sensitive species. Resource avoidance or mitigation plans shall be reviewed and approved by the regulatory agency/agencies having jurisdiction over the identified resource and commencement of construction shall not proceed until such review and approval is granted. • Construction shall not occur during the nesting and breeding season from mid-March to the end of June, unless a qualified biologist and/or resource specialist and the California Department of Fish and Game determine with certainty that construction activities will not adversely impact sensitive bird species. Special resource avoidance and management plans shall be implemented for Belding's savannah sparrow. • Construction activities related to the Tecolotito Creek realignment shall minimize extensive stream diversions during construction and shall minimize potential impacts to steelhead. Construction of the new creek channel shall be completed prior to connecting with the existing channel and final diversion of stream flow into the new creek channel shall be conducted only between July 15 and October 1 of any given year to avoid the migration period of steelhead. • Prior to commencement of construction activities, surveys of the project area shall be conducted for special status plant species. Potential impacts to sensitive plant species shall be fully mitigated and a qualified botanist or other resource specialist shall develop a plan to avoid or mitigate potential impacts to the sensitive species. Resource avoidance or mitigation plans shall include, but not be limited to, species-specific salvage or seed collection, salvage of topsoil, restoration of disturbed areas and establishment of new populations in suitable habitat areas. Mitigation, restoration, management, maintenance and monitoring plans shall be developed by a qualified botanist and/or resource specialist and shall be reviewed and approved by the California Department of Fish and Game.

Policy H-1	Future development of Airport property and/or facilities within the “Major Public and Institutional Land Use Designation” shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.
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Source: City of Santa Barbara, 2003. *Coastal Plan: Airport and Goleta Slough*, as amended and certified by the California Coastal Commission, May.

PRC = California Public Resources Code

Guide to the Southern California Marine Protected Areas - Point Conception to California-Mexico Border

Under the State’s *Marine Life Protection Act of 1999*, there are several general rules that apply to all MPAs, including rules regarding access, anchoring, transit and drifting, introducing species, feeding fish, and public safety. Permitted/Prohibited uses specific to the Goleta Slough State Marine Conservation Area are as follows (CDFG 2012):

- Take of all living marine resources is prohibited except for take pursuant to activities authorized under subsection 632(b)(78)(D).
- In waters below the mean high tide line inside the Goleta Slough Ecological Reserve as defined within Section 630, the following restrictions apply:
 1. Boating, swimming, wading, and diving are prohibited.
 2. No person shall enter this area and remain therein except on established trails, paths or other designated areas except Department employees or designated employees of Santa Barbara Airport, City of Santa Barbara, Goleta Sanitary District and Goleta Valley Vector Control District for the purposes of carrying out official duties.
- Routine maintenance, dredging, habitat restoration, research and education, maintenance of artificial structures, and operation and maintenance of existing facilities in the conservation area is allowed pursuant to any required Federal, State and local permits, or activities pursuant to Section 630, or as otherwise authorized by the Department.

Goleta Slough Area Sea Level Rise and Management Plan

The GSMC was formed in 1991 to help work cooperatively between the many regulatory agencies, property owners, and special interest groups “to provide for a healthy Goleta Slough ecosystem irrespective of jurisdictional or other boundaries” (GSMC 2015). The Slough Management Plan (2015) provides a comprehensive update of previous Goleta Slough management plans and includes a sea level rise vulnerability analysis, which is hereby incorporated by reference (see <http://www.goletaslough.org/committee/2016-goleta-slough-management-plan/>). It contains detailed discussion of existing conditions within the Slough and the entire 2,250-acre Slough

Management Plan area, which encompasses developed areas such as the Airport, the Goleta Sanitary District plant, the Goleta West Sanitary District plant, and multi-family residential, commercial, and industrial development within the City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara (UCSB). Prepared on behalf of the GSMC, the Slough Management Plan synthesizes available information related to historic and existing conditions and discusses current and future anticipated challenges.

Goals within the Slough Management Plan focus on four over-arching ideas:

- Administrative Framework (Goal A) – Provide an administrative framework for the adoption, implementation and periodic updates of the *Goleta Slough Ecosystem Management Plan* (GSEMP) (i.e., the Slough Management Plan) through cooperative interaction between landowners, public interest groups, responsible agencies and jurisdictions. Consider the evolution of habitats, adaptive management and other changes that are likely to occur over time, including those related to climate change. Compatibility with surrounding land uses must also be considered in the review of plans and projects.
- Protection and Maintenance of Existing Resources, Functions and Values (Goal P) – Protect and maintain the natural diversity and resilience of species, habitat types and ecosystem functions through protection of physical processes that naturally maintain these resources. More deliberate adaptation actions may be necessary as sea level rise accelerates and other climate change impacts become more apparent. These adaptation strategies, when implemented, should, to the maximum extent feasible, avoid further alteration of habitats or physical processes.
- Restoration and Enhancement of Historic Resources, Functions and Values (Goal R) – To the maximum extent possible, enhance and restore the Slough's natural diversity of resources, habitats, physical processes, and functions that have been lost or degraded and that are needed to maintain the resilience of the Slough in the light of climate change.
- Education and Research (Goal E) – Increase the understanding and awareness of the Goleta Slough Ecosystem and its historic and future functions and values, through providing inventories of resources and supporting research and monitoring to inform decision makers and the public.

Recommended policies include: avoidance of wetland and upland resources whenever possible (Policy P-1); managing the Goleta Slough mouth to maintain optimal tidal circulation, water quality, and diversity and resilience of species and habitats (Policy P-2); managing sedimentation from the watershed into tidal marshlands and flats of the Slough compatible with flood protection for the Airport and other potentially affected landowners (Policy P-4); allowing accretion to occur within wetlands to counteract sea level rise (Policy P-5) (GSMC 2015).

The Slough Management Plan also includes numerous policies aimed at restoration efforts within the Slough. These policies reflect the conclusions of the sea level rise portion of the Plan, which provides a summary of projections of climate change for Goleta Slough and the impacts it may

have on the natural ecosystem and the built environment. In addition to the projected sea level rise, the future management of the Slough mouth will have a “very significant impact on future water levels and have a large effect on the distribution of habitats and species within the Slough” (GSMC 2015). The GSMC encourages local jurisdictions to consider the goals and the policies contained in the Slough Management Plan as they update their LCPs and undertake new studies in the Goleta Slough area.

Santa Barbara Municipal Airport Wildlife Hazard Management Plan

The Airport’s WHMP has recently been updated based on a 2016 WHA (Dudek et al. 2016). The WHMP was approved by the FAA on February 27, 2017. Table 4F lists ongoing habitat management activities at the Airport. In addition, to these listed activities, the WHMP states that when replanting the airfield, plant species that minimize attractiveness to wildlife should be selected and that, whenever possible, mitigation should occur outside of the Airport’s “Critical Zone,” defined by AC 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports* (FAA 2007), as the area within a 10,000-foot radius (about two miles) of the Airport’s Air Operations Area. The Airport is also required by FAA to seek permits and waivers to normal prescriptive policies should wildlife hazards become elevated (City of Santa Barbara 2017).

TABLE 4F

Ongoing Habitat Management Activity

Santa Barbara Airport

<u>Monitor and improve drainage from runway, taxiway and safety areas that are found to impound storm water for extended periods.</u>
<u>Mow grass infield areas no lower than 6 inches where practical. Monitor bird activity during mowing operation so that flocking birds may be dispersed if necessary.</u>
<u>Mow infield areas prior to wet season to reduce cover availability throughout winter season.</u>
<u>Time mowing during plant growth cycle to minimize seed production, if possible.</u>
<u>Monitor and install exclusion barriers or anti-perching devices on Airport buildings that regularly attract wildlife.</u>
<u>Monitor and install anti-perching devices to attractive airfield structures to eliminate habitual perching opportunities.</u>
<u>Maintain, replace, and install bird deterrent spikes on airport signs and facilities located around the airfield, especially those located along runways and taxiways.</u>
<u>Work with FAA to install anti-perching devices on the ILS glide-slope antenna.</u>
<u>Maintain the airfield perimeter fence to discourage access to the airfield by large mammals.</u>
<u>Control rodent populations on the airfield to prevent attracting predators.</u>
<u>Limit the availability of trash which may become an attractant for scavengers and rodents.</u>
<u>Remove carcasses on the airfield which may become an attractant for scavengers.</u>
<u>Discourage hand feeding of birds and rodents.</u>

Source: City of Santa Barbara 2017. *Santa Barbara Municipal Airport Wildlife Hazard Management Plan*, February 21; approved by FAA on February 27, 2017.

~~The Airport’s Wildlife Hazard Management Plan (WHMP) was prepared in July 2008 as a draft pursuant to 14 CFR §139.337(e), in cooperation with the U.S. Department of Agriculture’s Wildlife Services program. It will eventually be updated based on the recent WHA completed at the Airport (Appendix B). The 2008 WHMP includes both habitat management strategies and wildlife~~

hazard management procedures. ~~Table 4F lists the WHMP's Habitat Management Implementation Schedule.~~

TABLE 4F
Habitat Management Implementation Schedule
Santa Barbara Airport

Activity	Timeline
Monitor and improve drainage from runway, taxiway and safety areas that are found to impound storm water for extended periods.	Ongoing
Mow grass infield areas no lower than 7 inches where practical.	Ongoing
Mow infield areas prior to wet season to reduce cover availability throughout winter season.	October 2008
Time mowing during plant growth cycle to minimize seed production, if possible.	Spring 2009
Monitor and install exclusion barriers or anti-perching devices on Airport buildings that regularly attract wildlife.	Ongoing
Monitor and install anti-perching devices to attractive airfield structures to eliminate habitual perching opportunities.	Ongoing
Maintain the airfield perimeter fence to discourage access to the airfield by large mammals.	Ongoing
Control rodent populations on the airfield to prevent attracting predators.	Ongoing
When replanting airfield areas, select plant species that minimize attractiveness to wildlife, if possible.	As needed—project specific
Limit the availability of trash which may become an attractant for scavengers and rodents.	Ongoing
Remove carcasses on the airfield which may become an attractant for scavengers.	Ongoing
Discourage hand feeding of birds and rodents.	Ongoing

Source: Santa Barbara Municipal Airport, WHMP (Draft), July 18, 2008.

~~In addition to habitat management activities, birds, large mammals, and other wildlife may sometimes need to be captured or removed. For example, rodents attract many types of predators that, if struck, may pose a threat to aircraft. If it is determined, based on monitoring, that an actual wildlife hazard exists, then Airport Patrol or Airport Operations staff takes direct action as soon as possible to resolve the situation. These control measures are selective and allow for positive identification of target animals. This reduces the impact on listed endangered or threatened species.~~

4.2.3 Impact Evaluation Methodology and Significance Criteria

Based on CEQA significance criteria adopted by the City, existing native wildlife and vegetation on a project site should be assessed to identify whether they constitute important biological resources, based on the types, amounts, and quality of the resources within the context of the larger ecological community. If important or sensitive biological resources exist, project effects on the resources are qualitatively evaluated to determine whether the project would substantially affect these important biological resources. Significant biological resource impacts

may potentially result from substantial disturbance to important wildlife and vegetation in the following ways:

- Elimination, substantial reduction or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species such as oak woodland, coastal strand, riparian, and wetlands.
- Substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened or rare.
- Substantial loss or damage to biologically important native trees such as oak or sycamore trees.

4.2.4 Project-Specific Impacts

Most of the development recommended by the proposed Master Plan would occur within the currently developed portion of the Airport. Biological resources in these areas of the Airport are minimal since they contain either impervious surfaces, such as buildings and pavement, or are vegetated with brome grasses that are regularly mowed, for example, around the runway/taxiway system. In addition, the acquisition of two avigation easements at the ends of Runway 33R and 15R would preclude future development of these two areas and would, therefore, reduce future impacts to wildlife or vegetation.

~~The following One~~ recommended development project (i.e., the Taxiway H Airfield Safety Project), however, could result in more substantial disturbance to important wildlife or vegetation, as defined in Section 4.2.3, primarily by disrupting potential wetlands, reducing the amount of uplands (i.e., grasslands and shrublands), and creating construction activity that could disturb protected birds.

Impacts to the Goleta Slough Ecological Reserve

Impact BIO-1: The proposed Master Plan recommends the extension of Taxiway H west to the Runway 7 threshold to provide safer access to the north side of the Airport (see Recirculated Draft Program EIR, Appendix A). This action would also involve the relocation of an existing glideslope antenna and the construction of two new connector taxiways. As shown in Exhibit 2D, the Taxiway H Airfield Safety Project and its related actions are likely to have direct impact on approximately 6.1 acres for construction of the taxiway pavement and shoulders and impacts to another 6.3 acres for grading within the taxiway object free area (TOFA). An estimated 12.4 acres of total disturbance would occur (does not include the removal of 1.14 acres of pavement where the taxiway would cross the existing apron). Approximately 11.2 acres of this area is located within the GSER.

As discussed in detail in Appendix C of the Draft Program EIR, vegetation within the Taxiway H disturbance area is annual brome grassland. This habitat type is composed primarily of non-native short to tall grasses and native and non-native broad-leaf forbs. In addition, noxious weeds may be present in disturbed areas. The Taxiway H project area is mowed in the fall and spring as part of the Airport's wildlife hazard management efforts. Although rodents and small mammals may use the area, overall, the wildlife hazard management practices are intended to suppress their presence; similarly, birds and larger mammals that might use the area for wildlife movement are also less likely to occur. The area is not likely to attract large numbers of reptiles and amphibians.

Depending on the amount of rainfall, however, this infield area may function as an intermittent wetland area. If this remains the case, the USACE and RWQCB would likely may take jurisdiction and require permits under the CWA. Thus, potential impacts to biological resources from the Taxiway H Airfield Safety Project could include a loss of jurisdictional wetlands. This airfield safety project would also require additional development within the existing G-S-R zone and on land designated as Goleta Slough Natural Reserve in the City's General Plan, which are intended to protect biological resources of the GSER.

In addition, the Taxiway H Airfield Safety Project will remove upland areas that provide a buffer between the runway and Carneros Creek. The loss of upland, although disturbed through maintenance of the airfield environment, is also a potential impact to the Slough ecosystem.

Result BIO-1: The current LCP contains mitigation that was established for previous airfield safety projects, including the construction of Taxiway M within the G-S-R zone. It is anticipated that a mitigation program similar to what is set forth in LCP policies C-11 and C-16 would be necessary to fully mitigate the Taxiway H Airfield Safety Project. However, a full analysis of this project's impacts on jurisdictional wetlands, loss of uplands, indirect impacts on the GSER, and consistency with the policies of the Airport's LCP cannot be undertaken until the project is actually proposed and the project's construction details are known. At that time, a thorough evaluation of the project under CEQA would be required, prior to the issuance of a CDP. See Section 4.6.4 for a discussion of the need for an LCP amendment/rezone/General Plan amendment.

Section 4.2.7 contains a programmatic level mitigation program for the Taxiway H Airfield Safety Project. Although a detailed mitigation program cannot be developed until the design features and grading plan for the Taxiway H project are known, the programmatic mitigation program described would

meet the previously established mitigation standards of the LCP. Upon implementation of the mitigation program outlined in Section 4.2.7, project-specific impacts related to wetlands, uplands, and indirect impacts to the GSER would be Class II, Less than Significant Impact with Mitigation since the project would not result in the “elimination, substantial reduction, or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species...” after mitigation.

Impacts to Protected Birds

Impact BIO-2: Birds of prey such as red-tailed hawk and white-tailed kite, a California Fully Protected species, are encountered occasionally near the area proposed for the Taxiway H Airfield Safety Project area (based on a year-long survey between December 2014 and November 2016). However, implementation of the Airport’s adopted WHMP requires the hazing of bird species within the runway and taxiway safety areas, in compliance with the FAA Manual “Wildlife Hazard Management at Airports (dated July 2005). A technical memorandum has been prepared to evaluate the potential for impacts to foraging habitat for the white-tailed kite, specifically from the future Taxiway H Airfield Safety Project (Final Program EIR, Appendix C). This project could involve the permanent loss of approximately 6.1 acres of Airport-maintained brome grass vegetation due to new pavement for the taxiway and shoulders.

The analysis concludes that although the brome grasses present at the proposed Taxiway H Airfield Safety Project site could provide potential foraging for kites, a lack of small mammals that serve as prey for kites (based on recent trapping efforts), a lack of kite activity in the area north of the runway (during a year-long survey effort), and the distance of the Taxiway H project site from known nest locations (Final Program EIR, Appendix C, Figure 1) indicate that the habitat is of low quality and is not essential for nesting white-tailed kites. The loss of 6.1 acres of this Airport-maintained, low-quality, foraging habitat is not considered significant. Therefore, the area is not considered suitable foraging habitat for the white-tailed kite and direct impacts will not occur.

No suitable habitat for Belding’s savannah sparrow (State endangered species) was identified within the runway and taxiway safety areas in recent surveys, including the Zembal et al. survey “A Survey of the Belding’s Savannah Sparrow” (2010) with field work conducted by Mark Holmgren. Periodic surveys since the early 1990s have also not identified territorial or nesting Belding’s savannah sparrows in this area, including extensive surveys by Holmgren and Burnell in 1992, Holmgren and Kisner in 1994, and published results of more recent surveys in 2001, 2006, 2010, and 2015 (Holmgren and Burnell 1992, Holmgren and Kisner 1994, Zembal et al. 2015). However, there remains ~~a~~ the possibility of Belding’s savannah sparrow use of the Taxiway H Airfield Safety

Project site. In addition, the Belding's savannah sparrow may be present in any of the proposed restoration-biological mitigation areas. Therefore, the potential for impacts to this protected species exists.

As previously discussed, the least Bell's vireo is a Federal and State endangered bird that has occurred within willow habitat along Carneros Creek. ~~White-tailed kites and Cooper's hawk also have a slight potential to nest in this community.~~ Carneros Creek is located approximately 250 feet from the Taxiway H Airfield Safety Project area at its closest point. Construction activities in proximity to Carneros Creek and its associated ESHA will need to be closely monitored to ensure that indirect impacts related to noise, dust, or other deterrents to the nesting of ~~these~~ protected birds do not result.

Result BIO-2: This project could involve the permanent loss of approximately 6.1 acres of Airport-maintained brome grass vegetation due to new pavement for the taxiway and shoulders. Although the brome grasses present at the proposed Taxiway H project site could provide potential foraging for kites, the habitat is of low quality and is not essential for nesting white-tailed kites. The loss of 6.1 acres of this Airport-maintained, low-quality, foraging habitat is not considered a project-specific impact (see also the discussion of cumulative impacts under BIO-4).

Potentially significant direct impacts to the Belding's savannah sparrow (i.e., potential take) ~~could~~ would occur as a result of the Taxiway H Airfield Safety Project if this protected species is present during construction. This potential impact, as well as indirect noise impacts to nesting birds along Carneros Creek during construction, can be avoided through the avoidance of the breeding and nesting season and/or by maintaining suitable buffers. These direct and indirect impacts to protected birds are considered Class II, Less than Significant with Mitigation since the project would not result in a "substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened, or rare" after mitigation.

Impacts to Adjacent Creeks

Impact BIO-3: Several creeks border the north side development areas of the Master Plan. Carneros and Tecolotito Creeks border the northwestern and western corner, while San Pedro Creek forms the eastern boundary. The Taxiway H Airfield Safety Project area is in proximity to Carneros Creek. This creek contains ESHA (i.e., riparian scrub, wetlands, and open water) and is potential habitat for tide-water gobies and steelhead. Tidewater goby is a Federal endangered species and a CSC and is known to occur within the creek channel; steelhead of the southern California DPS is also a Federal endangered species and a CSC. It is not known to occur in Tecolotito or Carneros Creeks, but suitable spawning

habitat is present upstream and regular monitoring of the creeks for steelhead has not occurred. Therefore, uncontrolled storm water runoff containing sedimentation or pollutants could have adverse effects on these protected fish within the creek waters. However, all ground disturbance for the Taxiway H project would occur at least 250 feet from the creek.

Significant indirect impacts to Tecolotito and Carneros Creeks as a result of construction activity related to the Taxiway H Airfield Safety Project can be avoided through strict adherence to conditions of the project's General Construction permit, issued by the Central Coast RWQCB, as well as any conditions related to applicable LCP policies through the CDP process.

No impacts to San Pedro Creek are anticipated. The closest recommended Master Plan development is a proposed maintenance yard that would be located approximately 300 feet from the San Pedro Creek riparian area and is separated from the creek by both Taxiway D and East Verhelle Road.

The Master Plan's Facility Requirements chapter (Chapter 4, Table 4L) also identifies the Airport's fuel storage requirements, based on a 2-week supply. Based on this analysis, the Airport may need an additional 66,200 gallons of Jet A fuel storage capacity by the long-term planning period. Accordingly, the Master Plan recommends that the additional storage, if needed, be accommodated at the Airport's existing fuel farm, although this future project is not listed in the Airport's Capital Improvement Plan. The existing fuel farm is located over 500 feet from the creek.

The Airport implements both the City of Santa Barbara's Storm Water Management Plan (SWMP) and an airport-specific storm water pollution prevention plan (SWPPP), approved by the Central Coast RWQCB. All future north side development will be subject to the provisions of the SWMP, SWPPP, and permit conditions from RWQCB, as applicable. These measures will ensure that all planned development will meet the local and regulatory standards for storm water control.

Result BIO-3: **There is no construction activity planned in close proximity to creeks located on or near the Airport as a result of the Master Plan. In addition, through implementation of the City's and RWQCB's existing drainage and water quality requirements, all future projects at the Airport must be designed to comply with the City's requirements for storm water runoff and the City's SWMP requirements. The Airport has an existing SWPPP, dated September 2009, which also maintains compliance with the City's SWMP. The Airport's SWPPP, as well as project-specific conditions of each project's General Construction permit and/or CDP, would be enforced during all construction projects. Therefore, indirect impacts to protected species within Tecolotito, Carneros, and San Pedro Creeks are Class III, Less than Significant since Master**

Plan implementation would not result in a “substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened, or rare” within the creek environs.

4.2.5 Regional (Cumulative) Impacts

Impact BIO-4: To the extent that adverse impacts occur to the GSER, cumulative impacts would occur to a regional biological resource. According to the City’s Final General Plan EIR (page 7-7), the Slough is one of four significant regional habitats in the Goleta Valley. Not only does it contain ESHAs protected by the Coastal Act and wetlands protected by the Coastal Act, CWA and the CFGC, but it supports sensitive species protected by the Federal ESA, the MBTA, the State ESA, the CFGC, and the *California Native Plant Protection Act*.

Existing transitional and upland habitats are also important in sustaining Slough functions and species diversity. While approximately 498 acres of suitable kite foraging habitat has been, or is anticipated to be, impacted in the region by past, present, or probable future projects (Final Program EIR, Appendix C, Table 1), there are over 4,500 acres of annual grasses and forbs within the cumulative study area (Final Program EIR, Appendix C, Figure 2). As previously discussed in Impact BIO-2, although the brome grasses present at the proposed Taxiway H Airfield Safety Project site could provide potential foraging for kites, a lack of small mammals that serve as prey for kites (based on recent trapping efforts), a lack of kite activity in the area north of the runway (during a year-long survey effort), and the distance of the Taxiway H project site from known nest locations (Final Program EIR, Appendix C, Figure 1) indicate that the habitat is of low quality and is not essential for nesting white-tailed kites. Relative to the amount of available kite foraging habitat in the region, the potential loss of 6.1 acres of low-quality foraging habitat (1.2 percent of anticipated lost acreage in region) if the Taxiway H Airfield Safety Project is constructed is considered Class III, Less than Significant on a cumulative level.

~~Potential~~ Other potential biological impacts of the proposed Master Plan would be tied to specific development projects recommended in the Master Plan as discussed above under Section 4.2.4 and would be subject to the Airport’s LCP policies and CDP process. Similarly, other projects within the Slough Management Plan area are subject to their own LCP policies and CDP processes. The Slough Management Plan, in turn, provides additional goals to help protect the resources of the Slough.

The proposed Master Plan would be consistent with rules related to the southern California MPAs, and more specifically, the Goleta Slough State Marine Conservation Area, and would not preclude measures recommended in the

Slough Management Plan. (See Section 4.6.4 for a discussion of the need for an LCP amendment/rezone/General Plan amendment.)

Result BIO-4: As discussed previously, most of the projects recommended within the proposed Master Plan would occur within the currently developed portion of the Airport where biological resources are minimal. As long as potential project-specific impacts to the Slough are adequately mitigated, cumulative biological impacts related to the project would be as well. As also discussed in Result BIO-1 for project-specific impacts, a programmatic mitigation program is provided as part of this Program EIR that would meet the previously established mitigation standards of the LCP. Upon implementation of the mitigation program outlined in Section 4.2.7, cumulative impacts to the Slough would be Class II, Less than Significant Impact with Mitigation since the project would not result in the “elimination, substantial reduction, or disruption of important natural vegetative communities, wildlife habitat, migration corridors, or habitats supporting sensitive species...” or a “substantial effect on a protected plant or animal species listed or otherwise identified or protected as endangered, threatened, or rare.”

4.2.6 Comparative Impacts of Alternatives

No Project Alternative

The No Project alternative would not result in impacts to the Slough or any other important wildlife and vegetation other than the restriction of wildlife movement in and out of the Slough due to the Airport’s perimeter fence. The only projects that would occur as a result of this alternative would be general maintenance projects, which would be located within the developed portions of the Airport. Therefore, the No Project alternative would have less impact on biological resources than the project as proposed.

Environmentally Superior Alternative

The Environmentally Superior alternative would implement the Master Plan without the Taxiway H Airfield Safety Project. Therefore, impacts to potential wetlands within an intermittent wetland area and indirect impacts to the Slough, nearby creeks, and sensitive flora and fauna would be avoided. This alternative would have less impact on biological resources than the project as proposed.

4.2.7 Mitigation Measures

The City's Standard Conditions of Approval Applicable to Project for impacts to biological resources will be applied to all recommended projects under the proposed Master Plan, as appropriate. Other specific permit conditions may be applied to individual projects by the City as part of its CDP permitting process (see BIO/mm-2). In addition, additional permit conditions may be required by the RWQCB and USACE (if section 401 certifications or section 404 permits under the CWA are necessary).

No net loss of wetlands can occur as a result of the proposed Master Plan for its impacts to jurisdictional wetlands to be fully mitigated. For the Taxiway H Airfield Safety Project, it is anticipated that compensatory mitigation would be required since the area functions as potential wetland on an intermittent basis.

Mitigation Measures for Biological Resources Impacts BIO-1 and BIO-4

The following programmatic measures will be incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan. These measures would reduce potential project-specific and cumulative biological impacts to Class II, Less than Significant Impact with Mitigation at the programmatic level. Once project-specific details are known for the Taxiway H Airfield Safety Project, a project-specific mitigation program can be identified and required as part of the CDP process. Detailed descriptions of the proposed mitigation areas are provided in Appendix D of this Final Program EIR.

BIO/mm-1: Programmatic Mitigation Plan. This Programmatic Mitigation Plan is intended to provide a framework for future project-specific Habitat Mitigation and Monitoring Plan(s) (HMMPs) to provide compensatory mitigation for indirect and direct impacts to jurisdictional wetland habitat and established wetland and riparian setback/buffers from these protected habitats under this Program EIR. The HMMPs shall also address impacts to upland (i.e., grassland and shrubland) habitats, when appropriate. For example, under direction of this Programmatic Mitigation Plan, the Taxiway H Airfield Safety Project will be required to submit for regulatory agency (USACE, CDFW, CCC, and City, as appropriate) approval a project-specific HMMP for impacts to jurisdictional wetland and upland areas.

Future project-specific HMMPs must include the following requirements and information, as appropriate:

- 1. Mitigation for wetland habitat and and/or wetland and/or riparian buffers shall be a minimum of 4:1 (restoration to impact) ratio and upland habitat (i.e., grassland and shrubland) shall be replaced at a 3:1 ratio in a form and location acceptable to the permitting regulatory agencies. Regulatory agencies may require a higher ratio depending on the habitat value and function that is proposed to be impacted.**

2. Habitat mitigation should occur on Airport property (onsite) in lands historically part of the Goleta Slough wetland complex and on wetland and upland areas currently mapped as disturbed or dominated by areas of non-native invasive plant species which would be reasonably expected to establish sustainable wetland, transitional, and upland habitat(s) to the extent feasible.
3. Any mitigation within the GSER shall be authorized by the CDFW and CCC under a LCP amendment.
4. The Airport shall solicit comments from the GSMC, a technical advisory committee for the GSER.
5. Focused biological surveys shall be conducted on potential mitigation area(s) within one year of approval of any future project-specific HMMPs. Depending on the amount of impacts to wetland and upland habitats, more than one mitigation area may require a biological survey. At minimum, the biological survey(s) shall consist of vegetation community mapping, floristic inventory, a wetland delineation and jurisdictional determination, and focused Belding's savannah sparrow surveys and raptor surveys, if suitable habitat exists for these species on the selected mitigation area(s). Additionally, each mitigation area shall be analyzed for physical habitat conditions including hydrology, salinity, and soil(s) by the appropriate technical specialists.
6. All sensitive biological resources shall be avoided in the design and during implementation and maintenance of future mitigation. Sensitive biological resources include, but are not limited to, occurrences of nesting Belding's savannah sparrow, southern tarplant, coulter's goldfield, meadow barley, creeping ryegrass, and other native grassland and native wetland habitat (Dudek 2012; Dudek 2012).
7. The Airport should comply with the conditions and recommendations of existing guiding documents to the extent feasible: LCP amendments, Slough Management Plan (GSMC 2015), and the Airport's current WHMP (City of Santa Barbara 2017).
8. The Airport shall assess the potential for an increase in wildlife hazards to airfield operations as described in the WHA (Dudek 2016) and the current WHMP (City of Santa Barbara 2017) with respect to the following criteria:
 - a. Increasing the attractiveness of the Airport to hazard species or groups identified in the WHA/WHMP, as well as other species that may provide a hazard to aircraft. These include, but are not limited to, raptors, turkey vultures, gulls, waterfowl, pigeons and doves, flocks of blackbirds and European starlings, and coyotes.

- b. Increasing the attractiveness of the Airport to any species covered under a valid Airport depredation permit.
 - c. Providing attractants to wildlife within 250 feet of a runway centerline.
 - d. Attracting threatened or endangered species, California fully protected species, or any species for which the Airport's ability to conduct wildlife hazard management activities (such as visual and acoustic hazing) may be limited.
 - e. Increasing rodent populations on the Airport.
 - f. Inundation of the airfield.
 - g. Increasing trees or shrubs in the airfield vicinity.
9. Restoration strategies shall be proposed that balance the criteria identified in BIO-1.1 through BIO-1.8 as well as agency requirements for wetland and upland restoration. Mitigation Areas 1 through 7 (as identified in Exhibit 4D) and potential restoration strategies have been considered in preparation of the Programmatic Mitigation Plan and shall continually be considered in project-specific HMMP(s). A summary of the mitigation areas, acreage available for mitigation, existing habitats, and potential restored and/or enhanced habitats are presented in Table 4G. Characteristics and restoration potential for each mitigation area are provided in Appendix D of this Program EIR.
10. As necessary due to sea level rise or other changes in future conditions within the Slough, adaptive restoration measures consistent with the recommendations of the Slough Management Plan shall be implemented.
11. The genetic origin of all native wetland and riparian propagules shall be from the Goleta Slough and for all native upland plants should be from the Goleta Valley. All wetland plants shall have a facultative, facultative wetland, or obligate wetland indicator status per the U.S. Army Corps of Engineers National List of Plant Species that Occur in Wetlands.
12. Restoration shall be phased to ensure that all restoration plantings are in place with sufficient irrigation prior to final inspection. Irrigation shall be reduced or eliminated after Year 2 depending on environmental conditions (i.e., drought may prolong irrigation). The wetland restoration shall be without supplemental irrigation for at least two years prior to final approvals. This could result in a maintenance and monitoring period greater than five years.



Source: Dudek 2017

REVISED

Exhibit 4D
PROPOSED BIOLOGICAL MITIGATION AREAS

TABLE 4G**Summary of Potential Mitigation Areas and Existing and Restored Vegetation Communities
Santa Barbara Airport**

<u>Mitigation Area</u>	<u>Mitigation Acreage Available</u>	<u>Existing Habitats</u> ^{1, 2}	<u>Potential Restored or Enhanced Habitats</u>
<u>1</u>	<u>7.99</u>	- <u>Emergent Wetland</u> - <u>Herbaceous Wetland</u> - <u>Grassland Wetland</u> - <u>Annual Grassland</u> - <u>Shrubland</u> - <u>Non-native Invasive</u>	- <u>Emergent Wetland</u> - <u>Transitional Wetland</u> - <u>Grassland Wetland</u> - <u>Native Grassland</u>
<u>2</u>	<u>3.48</u>	- <u>Annual Grassland</u>	- <u>Transitional Wetland</u> - <u>Native Grassland</u>
<u>3</u>	<u>2.12</u>	- <u>Emergent Wetland</u> - <u>Grassland Wetland</u> - <u>Annual Grassland</u>	- <u>Emergent Wetland</u> - <u>Transitional Wetland</u> - <u>Grassland Wetland</u> - <u>Native Grassland</u>
<u>4</u>	<u>0.94</u>	- <u>Emergent Wetland</u> - <u>Salt and Mudflats</u> - <u>Native Shrubland</u> - <u>Non-native Invasive</u>	- <u>Transitional Wetland</u> - <u>Native Shrubland</u>
<u>5</u>	<u>4.58</u>	- <u>Emergent Wetland</u> - <u>Salt and Mudflats</u> - <u>Native Shrubland</u> - <u>Non-native Invasive</u>	- <u>Emergent Wetland</u> - <u>Transitional Wetland</u> - <u>Grassland Wetland</u> - <u>Native Shrubland</u>
<u>6</u>	<u>8.15</u>	- <u>Emergent Wetland</u> - <u>Native Perennial Grassland</u> - <u>Non-native Annual Grassland</u>	- <u>Emergent Wetland</u> - <u>Transitional Wetland</u> - <u>Grassland Wetland</u> - <u>Native Grassland</u>
<u>7</u>	<u>11.26</u>	- <u>Emergent Wetland</u> - <u>Native Perennial Grassland</u> - <u>Non-native Annual Grassland</u>	- <u>Emergent Wetland</u> - <u>Transitional Wetland</u> - <u>Grassland Wetland</u> - <u>Native Grassland</u>
<u>Total Acreage</u>	<u>38.52</u>		

SOURCE: Dudek 2017, Technical Memorandum to Andrew Bermond, City of Santa Barbara Airport Department, and Judi Krauss, Coffman Associates, June 5. (**Appendix D**, Final Program EIR)

¹ Dudek 2012. Wetland Inventory for the Santa Barbara Master Plan Update.

² California Coastal Act one-criterion definition of wetland.

13. Prior to commencement of development activities, the Airport shall file a performance bond with the City to complete restoration and maintain plantings for a five-year period.

14. The extent of development shall be restricted to those areas displayed on site grading plans to avoid additional impacts to wetland habitat and wetland and/or riparian buffers. Development boundaries shall be delineated (i.e., using wooden stake with highly visible environmentally-friendly paint) in the field prior to any ground-breaking activities.

15. Performance Criteria. Mitigation success for future project-specific HMMP(s) shall be determined, at minimum, by the following performance criteria:

- All installed plants must achieve a 70 percent survival rate by the end of the first year, and an 80 percent survival rate of the remaining plants by the end of the fifth year.
- Non-native invasive weeds must remain below 15 percent of the total vegetative cover at all times. Naturalized, non-invasive, non-native grasses are not included in this performance criterion.
- Native cover must be 75 percent after three years and 90 percent cover after five years.
- All container plants and seeded areas must survive without supplemental irrigation for a minimum of two years.
- No single species shall constitute more than 50 percent of the vegetative cover.
- No woody invasive species shall be present and herbaceous invasive species, excluding naturalized, non-invasive grasses, shall not exceed five percent cover after five years.
- Replacement plants shall be monitored for a minimum of three years to ensure successful establishment.

~~Programmatic Wetland Restoration Plan (PWRP). The PWRP is intended to provide a framework for future project-specific Habitat Mitigation and Monitoring Plans (HMMPs) to provide compensatory mitigation for indirect and direct impacts to jurisdictional wetland habitat and established wetland and riparian setback/buffers. The PWRP shall be consistent with all Airport operation and management policies, the California Coastal Act and Airport LCP, the Slough Management Plan, the CFGC, the CWA, and other plans and policies that regulate wetland habitat. Under direction of the PWRP, the Taxiway H Airfield Safety Project will be required to submit for regulatory agency (USACE, CDFW, CCC, and City, as appropriate) approval of a HMMP for impacts to jurisdictional areas.~~

~~Components of the PWRP shall include, at minimum, the following requirements and information:~~

- ~~1. Mitigation for wetland habitat and and/or wetland and/or riparian buffers shall be a minimum of 2:1 (restoration to impact) ratio. Agencies may require a higher ratio depending on the habitat value and function that is proposed to be impacted. Upland habitat shall be replaced at a 1:1 ratio in a form and location acceptable to the Goleta Slough Management Committee.~~

~~Wetland mitigation should occur on Santa Barbara Airport property (onsite) in lands historically part of the Goleta Slough wetland complex and on lands currently mapped as disturbed or dominated by non-native species which would be reasonably expected to establish sustainable wetland habitat.~~

~~The Airport shall comply with the conditions and recommendation of existing guiding documents as well as those under development (i.e., Wildlife Hazard Assessment for the Airport, LCP amendments, and the Slough Management Plan).~~

~~Restoration strategies shall be proposed that balance the criteria identified in Nos. 2 and 3 above, as well as agency requirements for wetland restoration. Mitigation Areas 1 through 4 (see below) and potential restoration strategies shall be considered in preparation of any project-specific HMMPs.~~

~~Table 4G and Exhibit 4D identify four potential mitigation areas where areas within or adjacent to the Slough could be restored to create replacement wetlands. Areas 1 and 2 are located southwest of Tecolotito Creek within the existing G-S-R zone; Areas 3 and 4 are located southwest of the intersection of the Airport's existing runway system within the existing A-F (Airfield Facilities) zone. As part of the mitigation effort, if selected, Mitigation Areas 3 and/or 4 would first be rezoned to G-S-R. Combined, the mitigation areas would provide an opportunity for almost 30 acres of new wetland.~~

~~The mitigation area(s) shall be selected in consultation with USACE, RWQCB, and CDFW, as appropriate. The areas would first be re-contoured, and then planted with a variety of short wetland vegetation. The desired plant composition shall be consistent with the Slough Management Plan, to the extent feasible, and compliant with Airport safety regulations (for example salt-grass or meadow barley as key components)⁷ (as discussed further in No. 7).~~

TABLE 4G
Potential Onsite Wetland Mitigation Areas
Santa Barbara Airport

Area 1
(3.5 acres)

Mitigation Area 1 (3.5 acres) is located along the western portion of the Airport between Tecolotito Creek and Los Carneros Road (**Exhibit 4D**) within Subarea R of the CDFW Management Plan Area (City of Santa Barbara 1997). A slightly elevated shrub covered area forms the southern boundary. This "mound" is oval shaped and approximately half of it (as viewed from above) is positioned on Airport property. The other half is part of the Ecological

⁷Grass-dominated wetlands are not expected to greatly increase the wildlife hazard levels for aircraft utilizing the airfield system. Water-dependent birds attracted to ponded areas would generally not be drawn to wetlands dominated by perennial grass species. An exception might be Canada goose; however, all wetland mitigation areas proposed already provide open grassy areas that could potentially attract this species. Although the proposed wetland program has the potential to attract wildlife species hazardous to aircraft, overall this type of wetland has relatively low potential in comparison to other wetland habitats that support extensive ponding, perennial surface water, or tidal circulation.

Preserve on CDFW property also known as Western Goleta Slough. The nearest GSEMP Subarea Basin is 0.18 mile southeast of non-tidal basin R-2 (City of Santa Barbara 1997).

Mitigation Area 1 currently contains a field of non-native annual grasslands comprised primarily of Italian rye grass and annual brome grass. Native vegetation abuts the southern extent of the area including pickleweed and alkali heath, both plant species considered hydrophytic (USACE 2014). Historically, Mitigation Area 1 was believed to provide upland habitat within the Goleta Slough with a small area of palustrine located in the southwestern area (GSMC 1997). A greater coverage of palustrine habitat was located north of the area, historically, but is now dominated by invasive grasses and forbs (Harding grass and black mustard) and native shrub, coyote brush, on the elevated area near Los Carneros Road. Mitigation Area 1 is separated from Tecolotito Creek by an Airport road that follows the creek south and then as it bends west towards Los Carneros Road at the end of runway. Based on current conditions (vegetation) and historical wetland habitats, Mitigation Area 1 is ideal for creation of wetlands (the area north of the Airport road — not delineated — also could be considered for restoration). The area is separated from the airfield by Tecolotito Creek, which could limit travel of coyotes to and from the site and taxiways and runways where they pose safety concerns.

Two restoration strategies are available: grass-dominated wetlands (i.e., saltgrass, meadow barley, facultative [FAC] species) and emergent vegetation (herbaceous or emergent wetland). Grass-dominated wetlands would only meet 1- or 2-criteria wetland habitat.

Area 2

(2.2 acres)

Mitigation Area 2 (2.2 acres) is located in the southwest portion of the Airport property along its southern boundary which it shares with the Ecological Reserve on CDFW property (**Exhibit 4D**). Mitigation Area 2 is also within the Subarea R of the CDFW Management Plan Area (City of Santa Barbara 1997) and is approximately 0.25 mile southeast of Mitigation Area 1. Mitigation Area 2 is also within GSEMP's Study Area Basin R-2 designated as "Non-Tidal Basins that Impound Water." The slightly elevated shrub covered area is about 150 feet from the western boundary of the area separated by an Airport road that is no longer in use (historically part of the military installation). A channelized Tecolotito forms the northern boundary of the area. Mitigation Area 2 is over 400 feet from a taxiway safety area and even further from a runway and its safety area.

Mitigation Area 2 currently contains a field of non-native annual grasslands dominated by Italian rye grasses. Small patches of natural vegetation are found within the area including pickleweed, meadow barley, and alkali heath, all hydrophytic plants (USACE 2014). Historically, Mitigation Area 2 was believed to be palustrine upland hybrid within the Goleta Slough (City of Santa Barbara 1997). Based on current conditions (vegetation) and historical wetland habitats, Mitigation Area 2 is ideal for creation of wetlands (the area north of the Airport road — not delineated — also should be considered for restoration). The area is separated from the airfield by Tecolotito Creek, which could limit travel of coyotes to and from the site and taxiways and runways where they pose safety concerns.

Two restoration strategies are available: grass-dominated wetlands (i.e., saltgrass, meadow barley, FAC species) and emergent vegetation (herbaceous or emergent wetland). Grass-dominated wetlands would only meet 1- or 2-criteria wetland habitat. The restoration of this area will not include grading to lower the entire site to become tidal wetland habitat.

Areas 3 and 4

(9.4 and 14.7 acres)

Mitigation Areas 3 (9.4 acres) and 4 (14.9 acres) are located directly south of taxiway safety area in the central to south-central portion of the Airport property south of Hollister Avenue. The taxiway and runway safety area are adjacent to Mitigation Area 4 to the east. An Airport road connecting a weather station separate Mitigation Area 3 (to the west) from 4 (to the east) (**Exhibit 4D**). Neither mitigation areas are within a Subarea of the CDFW Management Plan or Study Area Basin per the GSEMP (City of Santa Barbara 1997). Mitigation Area 4 currently contains a field of primarily non-native annual brome grasses with large patches of meadow barley and small patches of pickle weed and salt grass, all hydrophytic plants (USACE 2014). Historically, Mitigation Areas 3 and 4

~~were believed to be estuarine habitat of the Goleta Slough (City of Santa Barbara 1997). Based on current conditions (vegetation) and historical wetland habitats, Mitigation Areas 3 and 4 are ideal for creation of wetland habitat. There are no existing barriers between these two sites and the airfield.~~

~~Two restoration strategies are available: grass-dominated wetlands (i.e., saltgrass, meadow barley, FAC species) and emergent vegetation (herbaceous or emergent wetland). Grass-dominated wetlands would only meet 1 or 2 criteria wetland habitat. The restoration of Area 4 will not include grading to lower the entire site to become tidal wetland habitat.~~

~~Source: Dudek 2015. Technical Memorandum to Judi Krauss, Coffman Associates, January 23.~~

~~—As necessary due to sea level rise or other changes in future conditions within the Slough, adaptive restoration measures consistent with the recommendations of the Slough Management Plan shall be implemented.~~

~~—The genetic origin of all native wetland and riparian propagules shall be from the Goleta Slough. Wetland plants shall be, at a minimum, FAC species (i.e., equally likely to occur in wetlands [estimated probability 34 – 66 percent] or non-wetlands) per the USACE definition.~~

~~Restoration shall be phased to ensure that all restoration plantings are in place with sufficient irrigation prior to final inspection. Irrigation shall be reduced or eliminated after Year 2 depending on environmental conditions (i.e., drought may prolong irrigation). The wetland restoration shall be without supplemental irrigation for at least two years prior to final approvals. This could result in a maintenance and monitoring period greater than five years.~~

~~Prior to commencement of development activities, the Airport shall file a performance bond with the City to complete restoration and maintain plantings for a five-year period.~~

~~The extent of development shall be restricted to those areas displayed on site grading plans to avoid additional impacts to wetland habitat and wetland and/or riparian buffers. Development boundaries shall be delineated (i.e., using wooden stake with highly visible environmentally friendly paint) in the field prior to any ground-breaking activities.~~

~~PWRP Timing and Approvals. The Airport shall submit the PWRP to the CCC for review and approval. The PWRP shall also be submitted to the USACE, CDFW, and RWQCB for their review; however, approvals are not required from these agencies. Future project-specific HMMPs will be reviewed and required as part of regulatory permitting (404/401, streambed alteration, etc.). For example, any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (and associated riparian resources, including salt marsh wetlands) of a river or stream may require a Lake and Streambed Alteration (LSA) agreement with the CDFW pursuant to Section 1602 of the CFGC.~~

BIO/mm-2: During construction of the Taxiway H Airfield Safety Project, ~~all~~ applicable policies of the LCP shall be ~~required~~implemented, including but not limited to the following:

- A buffer strip of a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of all wetland communities. Where development of an airfield safety project renders maintenance of the buffer infeasible, the City shall provide the maximum amount of buffer area feasible and all impacts to wetland habitat shall be mitigated to the maximum extent feasible such that no net loss of wetland habitat occurs (Policy C-4).
- Wetland areas temporarily affected by construction activities shall be restored to pre-construction conditions (Policy C-11).
- The project shall incorporate water quality BMPs or a combination of BMPs (per City guidance) that are best suited to reduce pollutant loading to the maximum extent feasible (Policy C-12).
- Special-status plant and wildlife protection measures shall be implemented (Policy C-15) (refer to BIO/mm-1).
- All construction, habitat mitigation and restoration plans, and special-status plant and wildlife mitigation and protection measures, shall be reviewed and approved by the regulatory agency/agencies having jurisdiction over the identified resource (Policy C-16).

Mitigation Measures for Biological Resources Impact BIO-2

BIO/mm-3: No construction shall occur during the avian breeding season (February 1-September 1) unless a survey from qualified biologist with experience in conducting breeding bird surveys finds that no bird breeding habitat exists within 300 feet of the disturbance area (500 feet for raptors) or can state with certainty that such habitat does not contain nesting birds. Project personnel, including contractors working on the site, shall be instructed on the sensitivity of the area. Reductions in nest buffer distance may be approved by the City's Community Development Department depending on the avian species involved, ambient levels of human activity, screening vegetation, or other factors.

BIO/mm-4: Taxiway H Airfield Safety Project and its habitat restoration project sites shall be monitored by a qualified biologist for Belding's savannah sparrow. Prior to site preparation and construction activities, the Airport shall have a qualified biologist survey all breeding/nesting habitat within the project site every seven days for eight consecutive weeks. Documentation of findings, including

negative findings, shall be submitted to the CDFW. Site preparation and construction activities will only begin if no breeding/nesting birds are observed and concurrence has been received from CDFW. If breeding activities or an active nest is located in a work area, site preparation and construction activities shall not begin in that area until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project.

Once site preparation and construction activities have commenced, the project site shall be monitored for Belding's savannah sparrow on a weekly basis. Documentation of findings, including negative findings, shall be submitted to CDFW until construction is complete.

Site preparation or construction activities shall be suspended immediately in a given area if the qualified biologist determines that breeding or nesting activity is occurring in that area. Site preparation and construction activities shall not resume until the monitor determines that the breeding and nesting activities described above have stopped.

Noise levels will be monitored by a qualified biologist to determine if construction activities are disruptive to Belding's savannah sparrow in or adjacent to the project site. If a significant disruption to foraging behavior is observed, construction activities in the area of disturbance will be stopped immediately until the qualified biologist develops recommendations to reduce or eliminate the disturbances ~~and~~, receives concurrence from CDFW, and required measures are implemented.

4.3 CULTURAL RESOURCES

4.3.1 Environmental and Regulatory Setting

Prehistoric and Historic Context

The coastal area of Santa Barbara County, which includes the cities of Santa Barbara and Goleta, is located within the traditional territory of the Chumash Native Americans. Archaeological resources in the Santa Barbara/Goleta area include cave archaeology/rock art in the interior and middens (i.e., refuse piles) containing artifacts such as ornaments, tools, and shells along the coastal areas.

An influx of Spanish explorers and missionaries ushered in what is known as the Mission or Spanish Colonial/Mexican Period, ca. A.D. 1769-1830. El Pueblo Santa Barbara was established in 1769, followed by the construction of the Santa Barbara Presidio and Mission Santa Barbara several years later. Several local Chumash villages were mostly abandoned when the native people converted to Christianity and moved to Mission Santa Barbara. A local chapel, San Miguel Chapel,

was built just outside the Chumash village of *S'axpil* to provide additional access to Christian practices for the native population. The exact location of this chapel and community is unknown.

By the Rancho or Anglo-Mexican Period, ca. A.D. 1830-1870, California had become part of the Republic of Mexico and mission lands began to be confiscated by the Mexican government and then granted or sold for farming and ranching. Numerous ranchos, with a focus on cattle, were developed. In 1850, California became the thirty-first U.S. state. Eventually, a long period of drought forced a shift from ranching to farming and more commercial types of land uses. This marked the beginning of the American/Early Twentieth Century Period, ca. A.D. 1870-1940. In the Goleta area, changes included the establishment of a whaling camp at the mouth of the Goleta Slough, construction of Hollister Avenue, the Southern Pacific Railroad and the La Patera Train Station, and the operation of a lemon packing plant and a slaughter house.

In 1928 or 1929, a flying school was started near South Fairview and Hollister Avenues, which brought about the creation of the first airport in the early 1930s. Two hangars and two runways at the Airport date back to this original aeronautic land use (City of Santa Barbara 2002). The Modern Aviation Period began in 1941 and continues to the present. In 1941, the City of Santa Barbara voters approved a bond issue to complement Federal funding to build the new Santa Barbara Airport in Goleta Slough. The newly constructed Airport was first leased to the U.S. government and used as a World War II Marine Corps Air Station (MCAS). The Airport was returned to City control in 1949. A more comprehensive description of the history of the Airport is included in the historical structures report prepared for [this the Draft Program](#) EIR in Appendix E, Chapter 3, Historical Context.

Prehistoric Resources at the Airport

Cultural resources in the Goleta area, and especially in proximity to Goleta Slough, are numerous and include prehistoric and historic-era Native American sites as well as historic-era resources dating back to the late 1800s. Fifteen archaeological sites are recorded within or partially within Airport property; at least four of these sites have been determined to be eligible or appear to be eligible for listing on the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR). All four of these sites are considered to have moderate or high sensitivity to prehistoric resources and historic Native American values.

Historic Structures at the Airport

A previous inventory of all buildings and structures at the Airport found two buildings eligible for listing on the NRHP and 14 buildings eligible for collective designation as Structures of Merit (Triem and Stone 1995). However, recent versions of the City of Santa Barbara Landmarks (updated March 19, 2014), Structures of Merit (updated March 19, 2014), and Potential Historic Resources (updated July 29, 2014) designation lists only identify the General Western Hangars as Potential Historic Resources. The World War II buildings are not present on any of the City designation lists.

Major historic-era resources within the Airport property are described in a 2009 City document known as the *Master Archaeological Resources Assessment for the Santa Barbara Municipal Airport* (MARA). Although the Goleta area includes numerous resources from the historic-era periods described above, including the existing Terminal from the 1940s and two hangars from the 1930s, there are no historic-era resources at the Airport that are listed on the NRHP, the CRHR, or as California or City of Santa Barbara landmarks at this time (City of Santa Barbara 2009). The Terminal was reviewed for NRHP eligibility, but determined to be ineligible due to the number of alterations that have occurred to the building over its lifetime. The two hangars are eligible for NRHP listing, but have not yet been listed. These hangars are also listed as Potential Historical Resources for the City, but are not present on the Landmarks list.

Regulatory Setting

Federal

Determination of a project's environmental impact to historic and cultural resources under Federal law is made under guidance contained in the *National Historic Preservation Act of 1966* (NHPA) and the *Archaeological and Historic Preservation Act of 1974* (AHPA).

Section 106 of the NHPA, as amended, requires Federal agencies to take into account the effects of their undertakings on historic properties and determine if any properties in, or eligible for inclusion into, the NRHP are present in the area. According to the U.S. Department of Interior's National Park Service (NPS) Bulletin 15, *How to Apply National Register Eligibility Criteria* (2002), there are five property categories eligible for listing in the National Register. They are classified as buildings, structures, objects, sites, or districts.

In addition, the NHPA affords the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the Advisory Council. Its current regulations, *Protection on Historic Properties*, were amended on July 1, 2001 (36 CFR Part 800) and incorporate the statutory changes mandated by the 1992 amendments to the NHPA.

The AHPA describes the process that occurs when consultation with resource agencies indicate that there may be an impact on significant scientific, prehistoric, historic, archaeological, or paleontological resources. The process provides for the preparation of a professional resource survey of the area. Should the survey identify significant resources, the National Register process described above is followed.

State

California Public Resources Code (PRC) section 5024.1 requires evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the California Register is to maintain listings of the State's historical resources and to indicate which properties are to be protected from substantial adverse change. The California Register was consciously designed on

the model of the National Register; therefore, the two programs are extremely similar. The California Office of Historic Preservation (OHP) has adopted the NRHP resource categories (building, structure, object, site and district) as a basis for initial classification of California's historical resources. The Department of Parks and Recreation (DPR) 523 series forms, used to evaluate historical resources in California, are designed to follow these five National Register resource types as well.

In addition, S.B. 18 requires that local governments consult with California Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. Although S.B. 18 does not specifically mention consultation or noticing requirements for adoption or amendment of specific plans, existing state planning law requires local governments to use the same processes for specific plans as they would general plans (see Government Code §65453) (OPR 2005:3). Since the proposed Master Plan is similar to a specific plan, but for an airport, it is likely that S.B. 18 would also apply to its adoption or amendment. The Governor's Office of Planning and Research (OPR) has published a *2005 Supplement to General Plan Guidelines* that provides step-by-step guidance to local governments on how and when to consult with tribes.

Local

As the proposed airport improvements will need permits from the City, the Master Plan must comply with both CEQA and the City Historic Structures Ordinance (*Municipal Code*, Chapter 22.22). The City Master Environmental Assessment (MEA) guidelines provide instruction on the organization of Historic Structures Reports, determining thresholds of significance, and completing impact assessments. According to the MEA, the Historic Structures Report must also comply with the requirements of CEQA.

In 2009, the MARA was prepared for the Airport with the intent of providing a consistent approach to the treatment of cultural resources in keeping with the City's previously approved MEA and its *Guidelines for Archaeological Resources and Historic Structures and Sites* (MEA-CR). The Airport's MARA is considered a tiered document from the MEA-CR that describes the programmatic procedures to be used when identifying, assessing, and managing archaeological resources that could be disturbed by activities occurring at the Airport. Archaeological sensitivity maps are also contained in the MARA and show the sensitivity zones for Native American and historical archaeological resources at the Airport property.

4.3.2 Applicable Plans and Policies

The Airport's approved LCP also contains several policies related to the preservation of cultural resources. Specifically, Policy F-3 addresses the need to protect known archaeological and other culturally sensitive resources from new development.

Policy F-3. New development shall protect and preserve archaeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts

to such resources. “Archaeological or other culturally sensitive resources” include human remains, and archaeological, paleontological, or historic resources.

- Coastal Development Permits for new development within or adjacent to archaeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources.
- New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archaeologist/s and appropriate Native American consultant/s of all grading, excavation and site preparation that involve earth-moving operations.

In addition, the City’s *Conservation Element*, Cultural and Historic Resources Policy 1.0, states: “Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided” (City of Santa Barbara 1994).

The City’s *Municipal Code*, Chapters 22.12, 22.22, and 22.68, also contain provisions for the protection of historical, archaeological, and cultural resources and establish an Architectural Board of Review for development projects (City of Santa Barbara 2009). Specifically, Chapter 22.22 is known as the City Historic Structures Ordinance.

4.3.3 Impact Evaluation Methodology and Significance Criteria

Archaeological and historical impacts are evaluated qualitatively by archaeologists and historians. First, existing conditions on a site are assessed to identify whether important or unique archaeological or historical resources exist, based on criteria specified in the State CEQA Guidelines and City Master Environmental Assessment *Guidelines for Archaeological Resources and Historical Structures and Sites*, summarized as follows:

- Contains information needed to answer important scientific research questions and whether or not there exists a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with an important prehistoric or historic event or person.

If important archaeological or historic resources exist on the site, project changes are evaluated to determine whether they would substantially affect these important resources.

Impact Evaluation Methodology

A historic structures study was undertaken as part of this [Program](#) EIR to evaluate the eligibility of eight buildings that are over 50 years in age and are located within the Master Plan study area for listing on the NRHP, the CRHR, or on the City Landmark, Structure of Merit or Potential Historic Resources designation lists ([Draft Program EIR](#), Appendix E). Four basic tasks were undertaken.

The first task involved background archival research to gather previous evaluations and available information on the development history of the property. This task also involved a review of City lists of designated historic structures. Second, an architectural historian visited the property to record the buildings and evaluate the significance of each building within the historic context. The significance and eligibility of eight buildings were then evaluated following the guidance provided in *Guidelines for Evaluating and Documenting Historic Aviation Properties* (Milbrooke et al. 1998). Finally, aspects of the proposed future development at the Airport were analyzed to determine whether they had the potential to cause an adverse change in the significance of historical resources considered eligible for listing on the NRHP, CRHR or a local register. As needed, mitigation measures were proposed.

Significance Criteria

The MEA utilizes criteria provided in the CEQA Guidelines, as well as other criteria found in City, State, and Federal regulations in determining whether a building, structure, object, or site is a significant historical resource (City of Santa Barbara 2002). The pertinent regulatory framework, as it applies to the proposed project, is summarized below and in [the Draft Program EIR](#), Appendix E.

National Register of Historic Properties

36 CFR section 60.4 states that “the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity” . . . and

- (a) That are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) That have yielded or may be likely to yield, information important in prehistory or history.

There are seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association (NPS 2002).

California Register of Historical Resources

Section 15064.5(a)(3) of the CEQA Guidelines states that a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the CRHR (PRC section 5024.1; Title 14 California Code of Regulations [CCR] section 4852), including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the significance criteria, the resource must retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reason for its significance (OHP 2014). Only after significance is fully established is the issue of integrity addressed.

City Landmarks and Structures of Merit

The criteria for evaluating significance of Historic Structures/Sites are found in the City *Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites* (City of Santa Barbara 2002). The City of Santa Barbara MEA defines significant historic resources to include, but not be limited to, the following:

1. Any structure, site or object designated on the most current version of the following lists:
 - a. National Historic Landmarks
 - b. National Register of Historic Places
 - c. California Register of Historical Landmarks
 - d. California Register of Historical Resources
 - e. City of Santa Barbara Landmarks
 - f. City of Santa Barbara Structures of Merit
2. Selected structures that are representative of particular architectural styles including vernacular as well as high styles, architectural styles that were popular fifty or more years

ago, or structures that are embodiments of outstanding attention to architectural design, detail, materials, or craftsmanship.

3. Any structure, site or object meeting any or all the criteria established for a City Landmark and a City Structure of Merit, as follows:
 - a. Its character, interest or value as a significant part of the heritage of the City, the State, or the Nation;
 - b. Its location as the site of a significant historic event;
 - c. Its identification with a person or persons who significantly contributed to the culture and development of the City, the State, or the Nation;
 - d. Its exemplification of a particular architectural style or way of life important to the City, the State, or the Nation;
 - e. Its exemplification as the best remaining architectural type in its neighborhood;
 - f. Its identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City, the State, or the Nation;
 - g. Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials, or craftsmanship;
 - h. Its relationship to any other landmark if its preservation is essential to the integrity of that landmark;
 - i. Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood;
 - j. Its potential of yielding significant information of archaeological interest;
 - k. Its integrity as a natural environment that strongly contributes to the well-being of the people of the City, the State, or the Nation [Santa Barbara Municipal Code 22.22.040].
4. Any structure, site or object meeting any or all the criteria provided for the National Register of Historic Places and the California Register of Historical Resources list.
5. Any structure, site, or object associated with a traditional way of life important to an ethnic, national, racial, or social group, or to the community at large; or illustrates the broad patterns of cultural, social, political, economic, or industrial history.
6. Any structure, site, or object that conveys an important sense of time and place, or contributes to the overall visual character of a neighborhood or district.
7. Any structure, site, or object able to yield information important to the community or is relevant to historical, historic archaeological, ethnographic, folkloric, or geographical research.
8. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the

lead agency's determination is supported by substantial evidence in light of the whole record [14 CCR chapter 3, section 15064.5(a)(3)].

4.3.4 Project-Specific Impacts

There are eight potentially historic buildings at the Airport, representing two different themes in the developmental history of the City, County, and Airport: early aviation (1928–1942) and World War II mobilization (1942–1946) (**Exhibit 4E**). A detailed description and analysis of each building based on architectural field surveys is presented in [the Draft Program EIR](#), Appendix E, including photographs.

General Western Aero Corporation Hangars

These two airplane hangars, Buildings 248 and 249, were constructed together to support the General Western Aero Corporation when the company relocated its airplane factory to the fledgling Santa Barbara-Goleta Airport. The companion hangars, built alongside machine shops and an administration building, are located approximately 100 feet apart and are of the same design. None of the other buildings remain. As the hangars share a common history, the following significance evaluation summary considers both buildings together.

NRHP Criterion A through D. As the buildings retain historic integrity, the General Western hangars appear to be eligible for listing in the National Register under Criterion A for their association with events that have made a significant contribution to the broad patterns of aviation history. The period of significance is 1931–1942, covering the time the hangars served as an airplane factory, flying school, host to United Airlines, and contributor to the incremental development of aviation at the Santa Barbara Airport.

It does not appear that the General Western hangars are significant under National Register Criterion B, C, or D.

CRHR Criterion 1 through 4. Constructed in 1931, the hangars represent the first permanent buildings at the airport site. As discussed above and in detail in [the Draft Program EIR](#), Appendix E, the subject hangars are associated with events that have made a significant contribution to the broad patterns of California aviation history and appear to be significant under CRHR Criterion 1.

The General Western hangars do not appear to be significant under CRHR Criterion 2, 3 or 4.

NRHP & CRHR Integrity Assessment. Although the setting of the General Western hangars has been altered, a historical contemporary would recognize the buildings as they exist today. Due to the loss of the associated administration building and the shifting of airport activities, the buildings suffer a moderate loss of integrity of setting, but overall the hangars retain good integrity of location, design, materials, workmanship, feeling, and association.

City of Santa Barbara Landmark Eligibility Evaluation. As the General Western hangars appear to be eligible for listing on the NRHP and CRHR, the hangars are also eligible for listing as City Landmarks under the following City Criteria:

- 3a. Its character, interest or value as a significant part of the heritage of the City, the State, or the Nation; and
- 3e. Its exemplification as the best remaining architectural type.
- 4. Any structure, site or object meeting any or all the criteria provided for the National Register of Historic Places and the California Historical Landmark list.

The General Western hangars are currently listed as Potential Historic Resources for the City.

Marine Corps Air Station Goleta Buildings

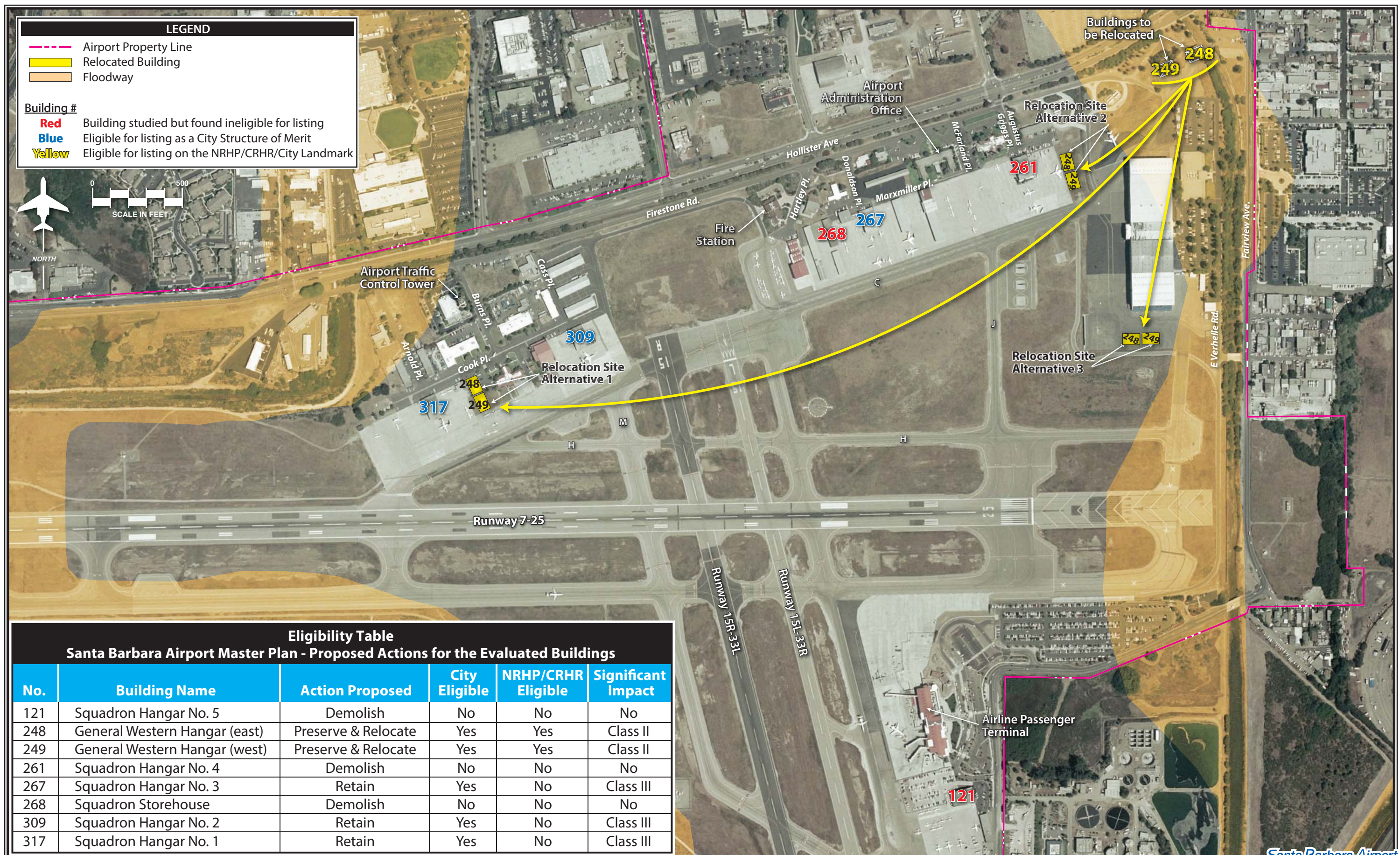
The subject MCAS squadron hangars (Buildings 261, 267, 309, and 317) and storehouse (Building 268) were completed under the initial construction contract for the MCAS in 1943. A fifth squadron hangar (Building 121) was completed under a second construction contract in 1944. As the MCAS hangars and storage building share a common history, the following significance evaluation summary considers the six buildings together.

NRHP Criterion A through D. Participation in World War II clearly represents a defining period in national history, and its economic, political, and social effects were far reaching, affecting every facet of American life. However, given the large number of properties associated with World War II and with the training of troops, not every associated property is necessarily historically significant. Although MCAS Goleta made important contributions to the war effort, the station does not appear to be directly involved with significant events associated with World War II. As such, the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under National Register Criterion A.

During the five active years of MCAS Goleta, thousands of Marines worked and trained at the station. Fighter squadrons appear to have moved between bases to receive specialized training or for reorganization. At this time, it does not appear that any specific individuals can be identified as having achieved significance during their time at MCAS Goleta. As such, the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under National Register Criterion B.

The subject hangars do not appear to represent an important example of their type. As such the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant for the National Register under Criterion C.

Although documentation of the subject hangar design was not located, documentation for several military-constructed *National Register Eligibility Evaluation of Eight Buildings at the Santa*



Barbara Airport 53 World War II hangars are available for review at the Library of Congress. Many variations of airplane hangars share similar structural systems, clear-span interiors, door pockets, interior office space, and fenestration. Therefore, it does not appear that the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) would provide information that is not available by other means and as such do not appear to be significant under National Register Criterion D.

CRHR Criterion 1 through 4. Although MCAS Goleta made important contributions to the war effort, the station does not appear to be directly involved with significant events associated with World War II or with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. As such, the MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) do not appear to be significant under CRHR Criterion 1.

The MCAS squadron hangars (Buildings 121, 261, 267, 309, and 317) and storehouse (Building 268) also do not appear to be significant under CRHR Criterion 2, 3 or 4 for the same reasons that they are not significant under NRHP Criterion B through D. See previous discussion.

City of Santa Barbara Landmark/Structure of Merit Eligibility Evaluation. The MCAS squadron hangars and storehouse are eligible for listing as City Landmarks under the following City Criteria as discussed below:

2. The hangars are representative examples of the kind of Navy-designed buildings modified by contracted architects to shorten construction time and work with available building materials during the rapid construction of military installations during World War II. Due to alterations, the storehouse is not a good example of the architectural style. While the storehouse does not appear to be significant under City Criterion 2, the hangars do appear to be significant under City Criterion 2.
- 3a. The hangars and the storehouse are significant for their contributions to the continuing development of the Santa Barbara Airport. The MCAS Goleta buildings allowed the airport to continue operating and expand into new commercial uses after World War II without the need for new facilities, creating value as a significant part of the heritage of the City. The hangars and storehouse as a group appear to be significant under City Criterion 3a.
- 3d. The hangars are representative examples of the kind of Navy-designed buildings modified by contracted architects to shorten construction time and work with available building materials during the rapid construction of military installations during World War II. Due to alterations, the storehouse is not a good example of the architectural style. While the storehouse does not appear to be significant under City Criterion 3d, the hangars do appear to be significant under City Criterion 3d.
- 3e. The hangars are the only remaining examples of the modified World War II Navy-designed arched aircraft hangar in the city of Santa Barbara. The subject storehouse is not the best remaining example of its architectural type at the airport. While the storehouse does not

appear to be significant under City Criterion 3e, the hangars do appear to be significant under City Criterion 3e.

- 3i. The hangars are visible from almost every location on the airport property. The hangars represent an established and familiar visual feature of the airport. Surrounded by three modern hangars, the storehouse is mostly blocked from view and is not an established and familiar visual feature of the airport. While the storehouse does not appear to be significant under City Criterion 3i, the hangars do appear to be significant under City Criterion 3i.
5. The hangars and the storehouse illustrate the broad patterns of political and economic history through their contributions to the continuing development of the Santa Barbara Airport. The hangars and storehouse appear to be significant under City Criterion 5.
6. The hangars contribute to the overall visual character of the airport. The storehouse is mostly blocked from view and does not contribute to the overall visual character of the airport. While the storehouse does not appear to be significant under City Criterion 6, the hangars do appear to be significant under City Criterion 6.
8. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record (14 CCR 15064.5[a][3]). As the buildings appear to meet several criteria established in the MEA, the hangars and storehouse appear to be significant under City Criterion 8.

Integrity Assessment. Integrity of the MCAS squadron hangars and storehouse is assessed with reference to the seven aspects of integrity. Due to design alterations and loss of integrity of design, materials, feeling, and association, the MCAS Storehouse and Squadron Hangars No. 4 and No. 5 do not appear to retain sufficient integrity to convey their significance.

Although airport infill has minimally reduced integrity of setting, overall Squadron Hangars No. 1, No. 2, and No. 3 retain good integrity of location, design, materials, workmanship, feeling, and association and appear to be eligible for listing as Structures of Merit under City Criteria 2, 3a, 3d, 3e, 3i, 5, 6, and 8 for their contributions to the development of the airport and as examples of their architectural type. As such, Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) are historical resources for the purposes of CEQA.

Impact CR-1: The General Western hangars (Buildings 248 and 249) appear to be eligible for inclusion in the NRHP under Criterion A and CRHR under Criterion 1 for their association with events that have made a significant contribution to the broad patterns of aviation history. The hangars are also eligible for listing as City Landmarks for their architectural merits. As such Buildings 248 and 249 are historical resources for the purposes of CEQA.

The General Western hangars are located within the San Pedro Creek floodway. **Table 4H** identifies the various treatment options available to the City for the structures.

TABLE 4H
Historic Building Nos. 248 & 249 (General Western Hangars) Impacts and Mitigation
Santa Barbara Airport

Options	Potential Impact	Mitigation	Residual Impact
1. <u>No Action Option</u> : Leave buildings in floodway as is.	Adverse, due to “neglect of property that causes deterioration”		Class I, Significant Environmental Impact
2. <u>Leave in Place Option</u> : Leave buildings in floodway and restore.	Adverse, due to “neglect of property that causes deterioration”	1. Mothball and stabilize following NPS Preservation Brief 31; 2. Prepare management plan, which includes: - Nominate for NRHP; - Implement long-term flood protection; - Consult with interested parties to propose future uses and explore research/grant funding options. - Based on proposed uses, determine treatment plan to restore, preserve, or rehabilitate per Secretary of Interior standards.	Class II, Less than Significant Impact with Mitigation
3. <u>Relocation Option</u> : Leave buildings in floodway in the short term; relocate buildings outside of floodway in the long term.	Adverse, due to “neglect of property that causes deterioration;” Adverse, due to “removal of property from its historic location”	1. Mothball and stabilize following NPS Preservation Brief 31; 2. Prepare management plan, which includes: - Nominate for NRHP; - Seek approval to move hangars out of floodway to a location on the Airport that would preserve the integrity of the historic property; - Consult with interested parties to propose future uses and explore research/grant funding options. - Based on proposed uses, determine treatment plan to restore, preserve, or rehabilitate per Secretary of Interior standards. 3. Show relocation areas on “Development Concept Map” of proposed Master Plan.	Class II, Less than Significant Impact with Mitigation
4. <u>Document and Demolish Option</u> : Demolish buildings after documentation.	Adverse, due to “physical destruction of the buildings”	1. Conduct Level I documentation (per HABS/HAER standards). The documentation shall be packaged in archival materials and filed with the City of SB, SB Historical Museum Gledhill Library, and the Library of Congress. 2. Commemoration of the demolished hangars with an enclosed display on airport property, in a location easily accessible by the public.	Class I, Significant Environmental Impact (after mitigation)

Leaving the General Western hangars in the floodway without taking proper measures to protect them from flood events (Option 1) would result in Class I impacts to historic resources under the NHPA due to “neglect of property that causes deterioration.” If the City were to leave the structures in the floodway, but attempt to restore them and protect them from future flood events (Option 2), the structures would remain unusable due to their hazardous location. Therefore, the Master Plan proposes to relocate the hangars out of the San Pedro Creek floodway (Option 3). This action itself would result in adverse impacts as well due to “removal of property from its historic location;” however, as discussed further below, a management plan would be implemented to mitigate the impact below a level of significance. Demolishing the buildings after documenting their history (Option 4) was originally considered, but dismissed due to its resultant Class I impact to historic resources (see Section 3.2 of this [Program](#) EIR).

Result CR-1: The Master Plan proposes to pursue a management plan for the General Western Aero hangars that would mothball and stabilize the buildings in their existing location until such time as they can be relocated out of the floodway. Exhibit 4E shows three potential relocation sites within the general aviation area of the Airport. With proper mitigation, the impacts resulting from relocation of the buildings would be Class II, Less than Significant Impact with Mitigation.

Impact CR-2: MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) appear to be eligible for listing as Structures of Merit for their contributions to the development of the airport and as the only examples of their architectural type in the city of Santa Barbara. As such, Buildings 317, 309, and 267 are historical resources for the purposes of CEQA.

The Master Plan proposes to retain all three buildings with Building 267 shown as a fixed base operator (FBO) expansion area (refer to Exhibits 2B and 2E). What this means is that the FBO lessee would have the option of expanding its lease area to include the building under the condition that it be maintained as a historic structure in keeping with its listing as a City Structure of Merit.

Result CR-2: Since the proposed Master Plan would retain the three MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) considered eligible for listing as City of Santa Barbara Structures of Merit (Exhibit 4E), potential impacts to these buildings are considered Class III, Less than Significant Impact.

Impact CR-3: Cultural resources in the Goleta area, and especially in proximity to Goleta Slough, are numerous and include prehistoric and historic-era Native American sites as well as historic-era resources dating back to the late 1800s. Fifteen archaeological sites are recorded within or partially within Airport property; at least four of these sites have been determined to be eligible or appear to be eligible for listing on the NRHP or the CRHR and are considered to have moderate or high sensitivity to prehistoric resources and historic Native American values. Twelve archaeological

sites have been recorded within 500 feet of the Airport; none are considered eligible for listing on the NRHP or CRHR at this time.

Overall, the improvements recommended within the Master Plan would not require the disturbance of archaeological sites that have been determined to be eligible or appear to be eligible for listing on the NRHP or CRHR. These sites have been mapped as “high” archaeological resources sensitivity zones on Figure 6-1 of the MARA (City of Santa Barbara 2009). There is one area of recommended future Terminal and apron expansion that is mapped as a “moderate” sensitivity zone.

There is no evidence that the site contains any human remains. Standard Conditions of Approval Applicable to Project include procedures for the unanticipated discovery of human remains.

Result CR-3: Proposed Master Plan projects located within a moderate sensitivity zone of the MARA could have project-specific or cumulative impacts on cultural resources protected by Federal, State or City laws and guidelines. These impacts would be Class II, Impact Less than Significant Impact with Mitigation.

4.3.5 Regional (Cumulative) Impacts

No regional (cumulative) impacts to cultural resources other than those discussed above under Section 4.3.4, Project-Specific Impacts would occur as a result of the proposed Master Plan. The Airport, as part of the City of Santa Barbara, follows the requirements and procedures of the City’s MEA-CR and MARA, which provide for the treatment of the City’s cultural resources in a comprehensive manner to avoid the occurrence of cumulative impacts.

4.3.6 Comparative Impacts of Alternatives

No Project Alternative

The No Project alternative would not require the removal of historic structures at the Airport. However, leaving Buildings 248 and 249 within the floodway of San Pedro Creek with no action taken to protect them from flood damage would result in significant impacts to these historic structures, which are eligible for listing on both the NRHP and the CRHR. The implementing regulations of NHPA Section 106 prescribe specific criteria for determining whether a project would adversely affect a historic property, as defined in 36 CFR 800.5. Among other conditions, an effect is considered adverse when prehistoric or historic archaeological sites, structures, or objects that are listed or eligible for listing in the National Register are subjected to physical destruction, damage to all or part of the property, or neglect of a property that causes its deterioration. Thus, impacts to these historic resources would be greater than those that would occur with project as proposed.

No impacts would occur to the MCAS Squadron Hangars No. 1, No. 2, and No. 3 (Buildings 317, 309, and 267) since these buildings would remain in their existing location under this alternative. Thus, impacts to these historic resources would be the same as the project as proposed.

No disturbance of “high” or “moderate” archaeological resources sensitivity zones (as defined by the City’s MARA) since the only projects occurring under the No Project alternative would be general maintenance projects. Therefore, impacts to cultural resources under the No Project alternative would be less than the project as proposed.

Environmentally Superior Alternative

Under the Environmentally Superior alternative, the treatment of historic and other cultural resources would be the same as under the project as proposed. Therefore, impacts to these resources would be the same as the project as proposed.

4.3.7 Mitigation Measures

CR/mm-1: The following mitigation program shall be implemented to reduce potential impacts to the General Western hangars (Buildings 248 and 249) to Class II, Less than Significant Impact with Mitigation:

- 1. Mothball and stabilize following NPS Preservation Brief 31;**
- 2. Prepare management plan, which includes:**
 - Nominate for NRHP;
 - Seek approval to move hangars out of floodway to a location on the Airport that would preserve the integrity of the historic property;
 - Consult with interested parties to propose future uses and explore research/grant funding options;
 - Based on proposed uses, determine treatment plan to restore, preserve, or rehabilitate per Secretary of Interior standards.
- 3. Show relocation areas on “Development Concept Map” of proposed Master Plan.**

CR/mm-2: All future projects under consideration within the Master Plan shall be evaluated based on the screening process set forth in the City’s MARA. If a proposed project is located within a mapped **moderate** sensitivity zone, a determination shall be made **by the City’s Environmental Analyst** regarding whether or not all proposed earth disturbance would be confined to areas of previous disturbance. The proposed project shall then follow the appropriate mitigation and reporting requirements provided in the MARA **and in reports approved by the City’s Environmental Analyst or Historic Landmarks Commission.**

Native American consultation shall occur as each individual project is proposed and shall include, but not be limited to, the a current list of contacts provided by the Native American Heritage Commission. ~~in response to the environmental scoping process for this EIR.~~

CR/mm-3: The City's Standard Condition of Approval regarding "Unanticipated Archaeological Resources Contractor Notification" shall be implemented as necessary for all projects.

4.4 GEOLOGY AND SOILS/HAZARDS AND HAZARDOUS MATERIALS

4.4.1 Environmental and Regulatory Setting

Geology and Soils

The entire Goleta Valley is located within a seismically active region. The north branch of the More Ranch fault is located approximately 1,000 feet south of the Airport, while other active faults, such as the offshore North Channel Slope fault (located in the Santa Barbara Channel) and the onshore Santa Ynez fault (located along the Santa Ynez Mountains), are located farther away. In addition, local fault systems include east-west trending faults across the south end of the Airport (City of Santa Barbara 2010). The Airport is mapped by the City as having high liquefaction potential because it is underlain by estuarine deposits and has a high-water table.

There are also potentially compressible soils at the Airport associated with the Goleta Slough (City of Santa Barbara 2002) and, although not typically occurring together, the Airport is mapped as having potential for soil expansion (clay soils with plasticity) (City of Santa Barbara 2010). The Airport is relatively flat and does not have a potential for significant landslides or substantial erosion; there are no sea cliffs located on the Airport.

Hazards

The Airport, which is situated on a coastal plain, is not located in an area susceptible to wildland fires. As discussed in Section 4.5.1, it is located in a City-designated tsunami hazard zone.

Hazardous Materials

Individual businesses located at the Airport are required to register all hazardous materials with the EPA as well as State and local regulatory agencies. Airport businesses also report to EPA regarding emissions related to hazardous materials. **Exhibit 4F** depicts the areas on the Airport that handle hazardous materials.

There are two Formerly Used Defense Sites (FUDS) hazardous material cleanups at the Airport currently in the State's Brownfields and Environmental Restoration Program. The first involves the MCAS Range Complex No. 1 MRS (Munitions Response Site), which had four sub-ranges: the Rifle Range, Skeet Range No. 1, Skeet Range No. 2, and the Free Gunnery Range. The site involves the following potential contaminants: explosives, lead, perchlorate, and munitions debris. The second has potential OE (ordnance and explosives)/UXO (unexploded ordnance) contamination. For further information, see reports (71000030 and 80000539) on the California Department of Toxic Substances Control's (DTSC) EnviroStor database (2014). Neither site is on the National Priorities List (NPL) nor are there any Federal Superfund sites at the Airport.

In July 1988, a FUDS study and subsequent removal activities identified 22 concrete underground fuel storage tanks (USTs) that had been part of the MCAS and were abandoned in place at various locations throughout the Airport. Investigation of the subsurface soils at tank removal locations found four locations with contamination and 18 locations with no contamination. Other operational components of MCAS that may have resulted in contamination include underground gasoline and fuel oil distribution systems, industrial buildings that handled contaminants such as polychlorinated biphenyls (PCBs) or lead-containing paint, aircraft accessory and maintenance shops, a sewage disposal, collection system and treatment plant, and a water treatment plant. However, extensive soil remediation has taken place at the Airport and there is currently no known soil or groundwater contamination. In addition, 13 buildings at the Airport have been assessed and treated for asbestos-containing material (ACM) (City of Santa Barbara 2002).

Regulatory Setting

Federal

No Federal regulations apply to geology and soils. For all airfield improvements, however, FAA engineers would have oversight over grading and construction design.

There are four primary Federal laws that have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes, all of which fall under the jurisdiction of the EPA. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the *Resource Conservation Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) and the *Comprehensive Environmental Response, Compensation, Liability Act* (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

Other Federal laws include the *Hazardous Materials Transportation Act*, which regulates the handling and transport of hazardous materials and wastes, and the *Toxic Substances Control Act* (TSCA), which regulates and controls the use of PCBs as well as other chemicals and toxic substances in commercial use.



Source: Certified Final Program Final Environmental Impact Report For the Plan Santa Barbara General Plan Update, City of Santa Barbara 2010

State

The *Alquist-Priolo Earthquake Fault Zoning Act* (Alquist-Priolo Act) (PRC section 2621 et seq.) was originally enacted in 1972 as the *Alquist-Priolo Special Studies Zones Act*, but was renamed in 1994. It is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones.

The *Seismic Hazards Mapping Act* (PRC sections 2690–2699.6) is also intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the *Seismic Hazards Mapping Act* addresses other earthquake-related hazards, including strong groundshaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act, i.e., the State is charged with identifying and mapping areas at risk of strong groundshaking, liquefaction, landslides and other corollary hazards, and cities and counties are required to regulate development within mapped seismic hazard zones. Under the *Seismic Hazards Mapping Act*, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans.

California has also developed a set of hazardous waste regulations, including the *Hazardous Waste Control Law* (which is similar to RCRA). The State regulations are typically more stringent than their Federal counterparts (refer to 22 CCR chapter 30). The DTSC, which is a division of the California EPA, administers the State's hazardous waste program (including the UST laws) and implements the Federal program in California. Administrative responsibility is shared in part with regional and local agencies with jurisdiction over environmental and health issues, such as the RWQCB, Santa Barbara County's Health Services and APCD, and the City of Santa Barbara's Fire Department and Public Works Division.

Local

Soil conditions and earthwork activity are incorporated into a project's grading plans. The City's Engineer is typically responsible for ensuring that all grading plans meet acceptable regulatory standards and industry practices. (As discussed previously, FAA engineers would have oversight over grading, construction, and design of certain airport-related projects.)

Building standards, including those related to seismic activity, are generally incorporated into the local building permitting process. Rather than create and maintain their own codes, most states and local jurisdictions adopt the model building codes maintained by the International Code Council (ICC). The ICC publishes new editions of the International Codes every three years. Some provisions are intended to ensure that structures can adequately resist seismic forces during

earthquakes. These seismic provisions represent the best available guidance on how structures should be designed and constructed to limit seismic risk (FEMA 2014).

California's building codes (California Code of Regulations, Title 24) are also published on a triennial basis. The California Building Standards Commission (CBSC) is responsible for the administration and implementation of each code cycle, which includes the proposal, review and adoption processes. The July publication of the 2013 California Building Standards Code went into effect on January 1, 2014.⁸

4.4.2 Applicable Plans and Policies

There are two fuel farms located at the Airport. Both have approved spill prevention control and countermeasures (SPCC) plans and operations manuals. In addition, the following Standard Conditions of Approval Applicable to Project would apply to the demolition of any existing buildings at the Airport:

Asbestos & Lead-Containing Materials. Pursuant to APCD Rule 1001, the applicant is required to complete and submit an Asbestos Demolition / Renovation Notification form for each regulated structure to be demolished or renovated. The completed notification shall be provided to the Santa Barbara County APCD with a minimum of 10 working-days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. Any abatement or removal of asbestos and lead-containing materials must be performed in accordance with applicable federal, State, and local regulations. Permits shall be obtained from the Air Pollution Control District prior to commencement of demolition of the structures containing asbestos and/or lead. Disposal of material containing asbestos and/or lead shall be sent to appropriate landfills that are certified to accept this material.

In addition, the *Santa Barbara General Plan* states the following:

PS9. Hazardous Materials Exposure. Seek to provide facilities and guidance so that new development and redevelopment projects avoid exposure to hazardous materials and provide for their safe disposal.

4.4.3 Impact Evaluation Methodology and Significance Criteria

According to the City's CEQA significance criteria, potentially significant geophysical impacts may result from:

- Exposure of people or structures to risk of loss, injury, or death involving unstable earth conditions due to: seismic conditions (such as earthquake faulting, ground shaking, liquefaction, or seismic waves); landslides; sea cliff retreat; or expansive soils.

⁸ <http://www.bsc.ca.gov/>, accessed June 2014.

- Exposure to or creation of unstable earth conditions due to geologic or soil conditions, such as landslides, settlement, or expansive, collapsible/compressible, or expansive soils.
- Substantial erosion of soils.
- Placement of a septic system in an area with soils not capable of adequately supporting disposal of waste water or where waste water could potentially cause unstable conditions or water quality problems.

Significant impacts related to hazards and hazardous materials may result from the following:

- Siting of incompatible projects in close proximity to existing sources of safety risk, such as pipelines, industrial processes, railroads, airports, etc.
- Exposure of project occupants or construction workers to unremediated soil or ground-water contamination.
- Exposure of persons or the environment to hazardous substances due to improper use, storage, or disposal of hazardous materials.
- Physical interference with an emergency evacuation or response plan.
- Siting of development in a high fire hazard area or beyond adequate emergency response time, with inadequate access or water pressure, or otherwise in a manner that creates a fire hazard.

4.4.4 Project-Specific Impacts

Impact G/HAZ-1: The Airport is located within a seismically-active area with local faults known to be present on-site; this is true of the entire region. In addition to fault rupture and ground shaking, the Airport has a high potential for liquefaction to occur on-site. Thus, future Master Plan development could be adversely affected by seismic activity.

Result G/HAZ-1: **Implementation of the Master Plan would not create unusual risks for people or structures related to seismic hazards and liquefaction. Industry-standard engineering practices are known and available to prevent most significant adverse impacts. These standards are implemented through City review and approval of project-related grading plans and building permits. As such, potential risks due to fault rupture, ground shaking, and liquefaction would be Class II, Less than Significant Impact with Mitigation.**

Impact G/HAZ-2: There are potentially compressible soils associated with Goleta Slough at the Airport; there is also potential for expansive soils at the Airport. Thus, future

Master Plan development could be adversely affected by adverse soil conditions.

Substantial soil erosion or loss of topsoil, however, is not anticipated as a result of Master Plan-recommended projects. The Airport is relatively flat and has an existing storm water pollution prevention plan (SWPPP) (dated September 2, 2009) and City Storm Water Management Program (SWMP) in place (see Sections 4.5.1 and 4.5.2).

Result G/HAZ-2: Implementation of the Master Plan would not create unusual risks for people or structures related to soil conditions. Industry-standard engineering practices are known and available to compensate for soil compression and/or soil expansion through project design and construction. These standards are also implemented through City review and approval of project-related grading plans and building permits. As such, potential risks related to adverse soil conditions would be Class II, Less than Significant Impact with Mitigation.

BMPs and sedimentation control measures would be required for all projects recommended by the Master Plan per the City's adopted SWMP and the Airport's RWQCB-approved SWPPP; potential impacts due to erosion would be Class III, Less than Significant Impact.

Impact G/HAZ-3: Future activity at the Airport could also involve the use, transport or disposal of hazardous materials. The use, transport or disposal of hazardous materials is heavily regulated. For example, the Airport already implements SPCC plans and operations manuals at both of its existing fuel farms. Individual businesses are required to register all hazardous materials with the EPA as well as State and local regulatory agencies.

Potential impacts to public safety due to reasonably foreseeable upset and accident conditions at the Airport are the responsibility primarily of FAA. Part of its statutory mission is to ensure the safe usage of navigable airspace and to provide for the safety of aircraft and airport operations. As a part of the Master Plan, the Airport will implement all safety areas and transitional zones required by the FAA, including the protection of its runway protection zones (RPZs). In fact, all of the proposed Master Plan airfield projects are safety-related actions.

The proposed Master Plan would not have an adverse effect on emergency evacuation and response measures in the area. No road closures in the surrounding area would be necessary as a result of development recommended by the Master Plan. The project site is located in an urban area where all public services are available. The Airport itself contains an aircraft rescue and firefighting (ARFF) facility, which is staffed by the City of Santa

Barbara Fire Department. In the event of an on-airport emergency, both the City and Santa Barbara County Fire Departments would respond, as necessary.

Result G/HAZ-3: Potential risks of the routine handling or transport of hazardous materials or potential risks to public safety due to reasonably foreseeable upset and accident conditions related to the proposed Master Plan would be Class III, Less than Significant Impact. The use and transport of hazardous materials at the Airport is heavily regulated. In addition, FAA requires safety practices and zones on all airports, particularly those that provide scheduled commercial passenger service, i.e., Part 139-certified airports.

Due to the emergency services already in place at the Airport, potential impacts to emergency evacuation and response plans as a result of the proposed Master Plan would also be Class III, Less than Significant Impact.

Impact G/HAZ-4: Although extensive remediation has occurred at the Airport and there is currently no known soil or groundwater contamination, there remains the potential for exposure of project occupants or construction workers to unremediated soil or groundwater contamination as Master Plan-recommended activity is undertaken.

Result G/HAZ-4: Since the Airport is known to have contained leaking USTs, asbestos, and other contaminants, the potential for hazardous materials exposure remains, even though there is no known soil or groundwater contamination. The potential for impact would be Class II, Less than Significant Impact with Mitigation.

4.4.5 Regional (Cumulative) Impacts

No regional or cumulative impacts to geology and soils or hazards and hazardous materials would occur as a result of Master Plan implementation. All of the projects recommended within the proposed Master Plan would occur within the currently developed portion of the Airport and would not have impacts outside of the Airport boundaries.

4.4.6 Comparative Impacts of Alternatives

No Project Alternative

The No Project alternative would have minimal risks related to geology and soils since the only construction that would occur under this alternative would be general maintenance projects for existing facilities at the Airport. A potential would still exist for hazardous materials exposure and, therefore, G/HAZ/mm-2 and 3 as discussed in Section 4.4.7 would still be recommended.

Overall, the No Project alternative would have less risk related to geologic activity, adverse soil conditions, and exposure to hazardous materials than the project as proposed.

Environmentally Superior Alternative

The Environmentally Superior alternative would have similar risks related to geologic activity, adverse soil conditions, and exposure to hazardous materials as the project as proposed since most of the development projects recommended in the Master Plan could still be constructed. The City's Standard Condition of Approval related to the asbestos and lead exposure, as discussed in Sections 4.4.2 and 4.4.7, would apply to the demolition of any existing buildings at the Airport. All mitigation identified in Section 4.4.7 should be applied to this alternative as well.

4.4.7 Mitigation Measures

The City's Standard Condition of Approval related to asbestos and lead exposure would apply to the demolition of any existing buildings at the Airport (see Section 4.4.2).

In addition, the following mitigation, as set forth in the proposed project's Initial Study, has been incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan. These measures would reduce potential geological risks, soil conditions, and hazardous materials impacts to a less than significant level and ensure project consistency with City General Plan policy PS9.

G/HAZ/mm-1: The design and construction of load-bearing structures shall be subject to the recommendations of a site- and project-specific geotechnical investigation and/or engineering report. This mitigation is not necessary for minor development projects such as the installation of replacement fencing or aboveground storage tanks, unless required by the building permit.

G/HAZ/mm-2: A Construction Contingency Plan shall be developed that addresses methods to control potential migration of any contamination discovered during construction as well as safety practices for on-site construction personnel and the general public. Details of the plan shall include, but not be limited to:

- Soils monitoring for identification of contaminated soil during and after construction for all eroded and/or graded soils;
- Measures to be taken to protect workers and the public (such as fencing or hazard flagging, covering contaminated soil with plastic, etc.) and to prevent migration of contaminants to the surrounding environment;
- Notification procedures including, but not limited to, Santa Barbara County Environmental Health Services

These Contingency Plans may be incorporated into the Construction Phase Erosion Control and Polluted Runoff Control Plans required per LCP Policy C-14 for projects requiring a CDP (see Section 4.5.2), if appropriate.

G/HAZ/mm-3: If contamination is discovered, a project-specific remediation plan shall be prepared and implemented per applicable regulations that reduces all contaminant concentrations to acceptable levels prior to the issuance of grading or building permits or, if already under construction, prior to resuming work.

4.5 HYDROLOGY AND WATER QUALITY

4.5.1 Environmental and Regulatory Setting

Water Resources and Quality

The Airport is located within the South Coast watershed, which drains the steeply sloping land of the Santa Ynez Mountains southwards towards the Pacific Ocean. An approximate 416-square mile area, the watershed is comprised of smaller watersheds associated with seven sub-drainages. Of these seven sub-drainages, three discharge directly into Goleta Slough on the Airport property: Tecolotito Creek, Carneros Creek, and San Pedro Creek/Las Vegas Creek. In addition, runoff from the adjacent bluffs of UCSB and More Mesa influences Goleta Slough. The watershed of the Goleta Slough itself is approximately 48 square miles (GSMC 2014).

The Airport's existing storm drainage system is comprised of surface swales, drainage inlets, concrete pipe, and outfall structures. Ponding occurs in various locations throughout the Airport, which is controlled by the tide and the creeks' water levels at the storm drainage outlets. The existing system drains ponded water after the creeks' water levels have receded. The Airport's storm water system drains primarily the Airport-owned watershed; most of the storm water inlets are located within the restricted access areas. Sources of storm water discharges to these inlets are generally limited to airfield tenant and Airport Department activities (City of Santa Barbara 2009). The creeks that flow through the Airport and into Goleta Slough, however, receive discharges from off the Airport, including nearby upstream residential, industrial, transportation, and agricultural land uses.

The EPA's CWA section 303(d) List of Impaired Waters (reporting year 2008) includes Goleta Slough and several of its tributary creeks.⁹ In addition, the Goleta Slough/Estuary is on the State's 2010 CWA section 303(d) list of impaired waters for pathogens and toxic organics.¹⁰ Urban runoff and other nonpoint sources contribute to the impairment. Carneros Creek is also on the State's list for salinity/total dissolved solids/chlorides/sulfates, pathogens, nutrients, and pH/acidity/caustic conditions; the Pacific Ocean at Goleta Beach is on the State's list for pathogens.

⁹ <http://watersgeo.epa.gov/mwm/>, accessed June 2014.

¹⁰ http://cfpub.epa.gov/surf/huc.cfm?huc_code=18060013, accessed June 2014.

Flooding and Inundation Hazards

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs) for the Goleta area show that the Airport is located within the 100-year floodplain (i.e., Special Flood Hazard Areas Subject to Inundation by the 1 Percent Annual Chance Flood). The Airport is located within Zone AE, which indicates that base flood elevations have been determined. The only portions of the Airport that are not located within the 100-year floodplain are sections of the Airport Industrial Area located north of Hollister Avenue.

In addition, several Floodway Areas have been mapped over portions of the Airport as they correspond to San Jose, San Pedro, Carneros, and Tecolotito Creeks. Floodway Areas are the channel of the stream, plus any adjacent area that must be kept free of encroachment so that the 1 percent annual chance flood can be carried without substantial increase in flood heights. **Exhibit 4G** shows the Floodway Areas that cross the Airport, as of December 4, 2012.¹¹

The SBFCD conducts flood control maintenance activities at the Airport. Erosion, both natural and man-made, has caused sedimentation of the stream channels that drain into Goleta Slough. This siltation, as well as growth of vegetation, has led to the exacerbation of flooding during times of heavy runoff. Therefore, the SBFCD routinely dredges the streams to prevent and reduce the severity of local flooding. Both dragline desilting and hydraulic dredging methods have been utilized. An average of 105,000 cubic yards (cy) are removed per season (SBFCD 2010).

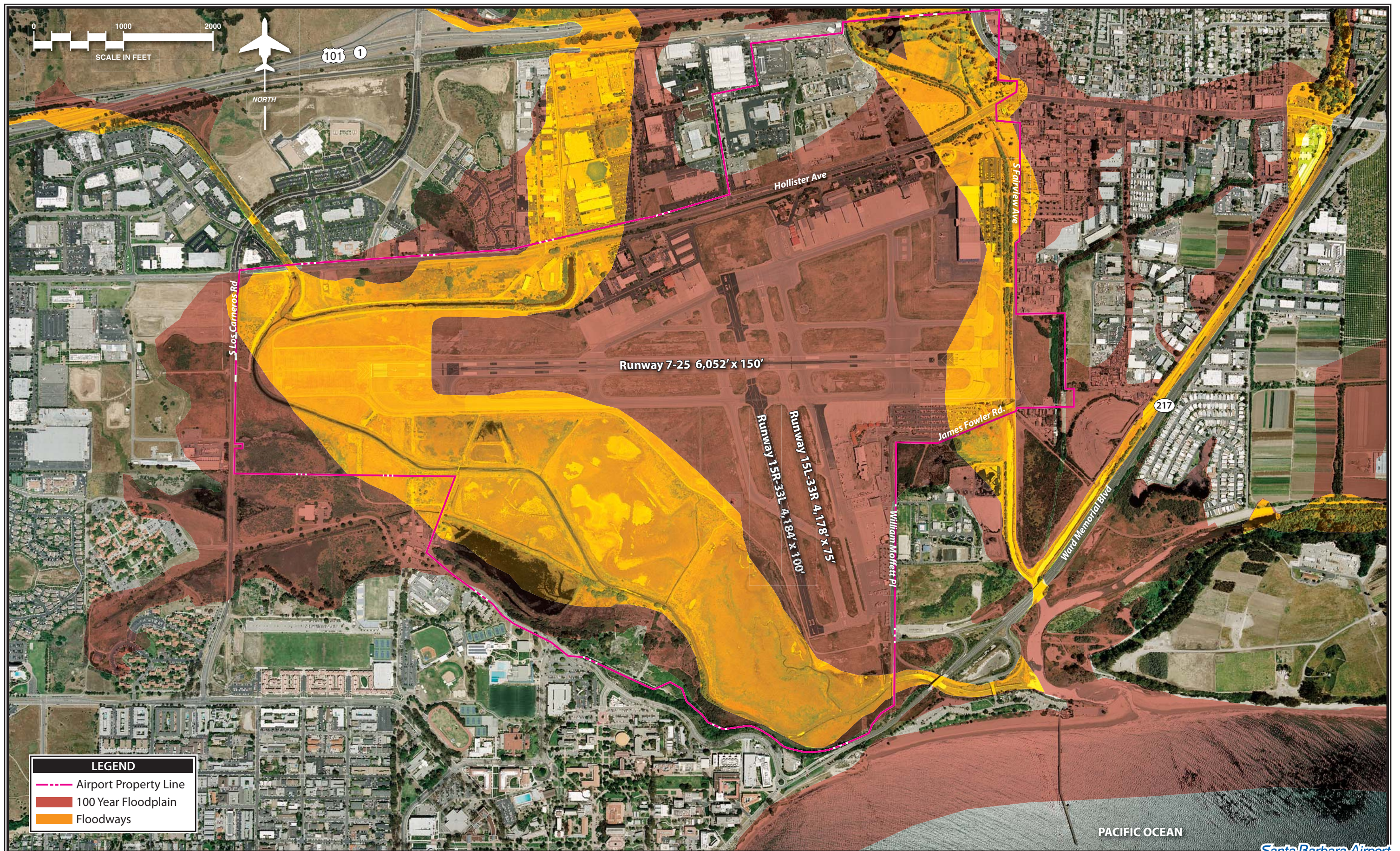
There have been two major flood events at Goleta Slough since the construction of the Airport in the late 1930s. The highest water levels in the Slough in modern times occurred in connection with a flood occurrence in 1969 and covered most of the airport runway, access roads, and parking lots. A second major flood event occurred in 1995, caused ponding on low-lying portions of the runways, and deposited a considerable amount of sediment on the runways and taxiways (GSMC 2014).

The Airport is not located in any known inundation hazard zones for substantial mud flows or seiche; it is, however, located in the tsunami hazard zone for the City. The City has evacuation plans for those parts of the City that could be affected should a threat such as a tsunami be anticipated.

Anticipated Future Sea Level Rise and Hydrological Changes in Goleta Slough

Climate change projections indicate that the Goleta Slough and airport property are likely to experience additional flooding due to sea level rise. To date, there has been no formal evaluation of the expected changes in the hydrology of the Goleta Slough watershed. However, the Slough Management Plan recommends adaptive strategies to accommodate at least five feet of sea level rise by the year 2100. In addition to an increase in mean sea level, changes in future wave conditions can also affect coastal water levels. According to the Slough Management Plan, a 2012

¹¹ This map does not fully reflect the re-routing of Carneros and Tecolotito Creeks around the end of Runway 7.



Source: Federal Emergency Management Agency, FIRM Maps Nos. 06083C1361 & 1362, Effective date December 4, 2012.

Santa Barbara Airport

Exhibit 4G
100-YEAR FLOODPLAIN & FLOODWAYS

Natural Research Council (NRC) report discusses a potential northward shift in the storm track affecting waves over the next century, while wave modeling efforts by the United States Geologic Survey (USGS) for the next Intergovernmental Panel on Climate Change (IPCC) report predicts a shift in wave direction by approximately 15 degrees south. The 2012 NRC report also indicates a potential decrease in precipitation for the Goleta Slough watershed, resulting in a corresponding decrease in watershed runoff over the next 100 years (GSMC 2015). The Slough Management Plan is incorporated by reference into this Recirculated Draft [Program](#) EIR (see <http://www.goletaslough.org/committee/2016-goleta-slough-management-plan/>).

Based on the studies and research conducted in preparation of the Slough Management Plan, future climate change is expected to have the following three primary impacts on water levels within the Slough (GSMC 2015):

1. Increased ocean tide elevations will lead to elevated water levels within the Slough during periods when the Slough inlet is open.
2. Increased sea levels will increase the elevation of wave run-up, which will increase the potential size and elevation of the beach berm. Increased elevation of the beach berm may cause higher water levels within the Slough due to ponding when the inlet is closed. Ponded water levels may significantly exceed tidal water levels depending on overtopping of the berm and stream flows into the Slough. The height of the beach berm and, therefore, the height of ponding, will depend on the management of the beach and Slough inlet.
3. Even with five feet of sea level rise, fluvial flood events (i.e., produced by stream action) will continue to cause the most extreme water levels in areas of the Slough nearest to the upstream creek confluences. Fluvial flood levels near the Slough may increase as a result of future climate change, but was beyond the scope of the study. (As previously discussed, however, the 2012 NRC report predicts a decrease in watershed runoff).

Regulatory Setting

Federal

The CWA requires that each state regulate point and nonpoint sources of water pollution, including storm water discharges. The USACE and the EPA are the Federal agencies responsible for enforcing the CWA as listed below (see also Section 4.2.1 of this [Final Program](#) EIR):

- Section 401 requires certification for activities that result in discharge to the navigable Waters of the U.S., usually issued through a state or regional water quality control board;
- Section 402 authorizes the EPA to issue National Pollutant Discharge Elimination System (NPDES) permits to regulate discharges to Waters of the U.S.;

- Section 404 requires an USACE permit for any activity that results in the deposition or dredging of fill material within the “ordinary high water mark” (OHWM) of Waters of the U.S. (see also *Federal Rivers and Harbors Act*, section 10 [33 USC 403]).

E.O. 11988, *Floodplain Management*, directs Federal agencies to take actions to reduce the risk of flood loss, minimize the impacts of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains. Department of Transportation (DOT) Order 5650.c, *Floodplain Management and Protection*, contains DOT policies and procedures for implementing E.O. 11988. Agencies are required to avoid, to the extent practicable, long- and short-term adverse impacts associated with modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.

State/Regional Water Quality Control Boards

State water resources are also protected under the *Porter-Cologne Water Quality Control Act of 1967* (see Section 4.2.1). This Act establishes RWQCBs to oversee water quality on a day-to-day basis at the regional/local level. There are nine RWQCBs in California; Santa Barbara County is under the administration of the Central Coast RWQCB, located in San Luis Obispo. The applicable regional water quality control plan for the Santa Barbara/Goleta area is the 2011 *Water Quality Control Plan for the Central Coast Region* (Basin Plan). In addition, the State and its RWQCBs have been given the responsibility for administering permitted discharges into the coastal marine waters of the State under the adopted *California Ocean Plan* (2012).

The State of California and its RWQCBs work with the EPA to administer the NPDES permit program, including the regulation of storm water (CWA, section 402[p]). Municipalities with populations of less than 100,000 (such as Santa Barbara) are referred to as small municipal separate storm sewer systems (Small MS4s) and must comply with Phase II NPDES regulations. To receive a NPDES Small MS4 General Permit, such local governments must prepare and implement an approved SWMP.

Local

The City of Santa Barbara began implementing its SWMP in January of 2009. The SWMP addresses discharge of pollutants both during construction and after construction. The water quality treatment requirement is to retain and treat the 1-inch, 24-hour storm event. The peak runoff discharge rate requirement is that the peak runoff discharge rate shall not exceed the pre-development rate up to the 25-year storm. The volume reduction requirement is to retain on-site the volume difference between pre- and post-conditions for the 25-year, 24-hour storm, or the 1-inch storm (whichever is larger). The City’s SWMP includes a separate chapter (Chapter 6.0) on the Airport as discussed below in Section 4.5.2.

The Airport itself operates under NPDES Industrial Activities Storm Water General Permit (CAS000001) and an RWQCB-approved SWPPP. The SWPPP contains a list of measures currently

in place to ensure that contamination to water quality does not occur. Activities occurring outside of the airfield security fence, however, are not covered by the Airport's NPDES permit or its SWPPP. Tenants of the Airport Industrial Area that require a storm water discharge permit must seek their own.

The City also has a Flood Plain Management chapter of its *Municipal Code* (Chapter 22.24). The chapter includes the establishment of a development permit for construction or development within any Special Flood Hazard Area, the conditions that need to be met for a variance, general standards for flood hazard reduction, and specific regulations related to floodways. Special Flood Hazard Areas include both mapped floodways and Zone AE, both of which occur at the Airport.

4.5.2 Applicable Plans and Policies

State/Regional

The California State Water Resources Control Board identifies beneficial uses of both inland and coastal waters in its Basin Plan for the Central Coast region (2011). Uses of the inland waters of Goleta Slough (for example, Carneros and Tecolotito Creeks) include: recreational uses, wildlife habitat, groundwater recharge, fishing and shellfish harvesting, municipal, agricultural and industrial water supply, and freshwater replenishment of Goleta Slough.

As discussed previously in Section 4.2.1, Goleta Slough itself is one of the few remaining coastal wetlands in California. Beneficial uses include recreation, wildlife habitat, and fishing and shellfish harvesting. As part of the mitigation for projects at the Airport, certain portions of Goleta Slough have been set aside for wetlands and other habitat restoration (see Section 4.2.2 and **Table 4E**).

Beneficial uses of coastal waters off Goleta Beach include recreation, industrial water supply, navigation, support of habitat for rare, threatened and endangered species, and shellfish harvesting.

Local

Policies of the *Santa Barbara General Plan* Environmental Resources Element address water quality issues as follows:

ER15. Creek Resources and Water Quality. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

ER16. Storm Water Management Policies. The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

ER17. Creek Setbacks, Protection, and Restoration. Protection and restoration of creeks and their riparian corridors is a priority for improving biological values, water quality, open space and flood control in conjunction with adaptation planning for climate change.

City Airport LCP policies C-5 and C-12 through C-14 are also related to water quality.

Policy C-5. Reduce the flow of sediment into the Slough to the minimum compatible with maintenance of the marshland.

Policy C-12. New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss; limit increase of impervious surfaces; limit disturbance of natural drainage features and vegetation; minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from site runoff from impervious areas. New development shall incorporate BMPs or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible.

Policy C-13. A Water Quality Management Plan (WQMP) shall be developed and implemented for new development or redevelopment projects that entail greater than or equal to one acre of disturbance. WQMPs shall be developed and implemented consistent with the most recent requirements of the RWQCB or Coastal Commission standards for controlling polluted runoff, whichever is more stringent. ... *(See LCP for specific listed criteria.)*

Policy C-14. Construction Phase Erosion Control and Polluted Runoff Control Plans shall be developed for new development or redevelopment projects that require a CDP and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project and shall include: ... *(See LCP for complete list of requirements.)*

Policy H-1. Future development of Airport property and/or facilities within the "Major Public and Institutional Land Use Designation" shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.

Chapter 6.0 of the City's SWMP functions as an Airport-specific SWMP. The Airport SWMP applies to both the airfield and the commercial/industrial areas of the Airport Industrial Area. The City's Airport Department is responsible for implementing, assessing, and reporting the effectiveness of the Airport SWMP as part of the City's annual report (City of Santa Barbara 2009). The Airport SWMP acknowledges that the Goleta Slough is a "Section 303(d) impaired" water and

addresses pollutants of concern through BMPs targeted specifically at those pollutants (i.e., metals, pathogens, priority organics, and sediment/siltation). These BMPs are the “minimum control measures” (MCMs) required by the City SWMP.

There are also two fuel farms located at the Airport. Both have approved SPCC plans and operations manuals. The Airport’s SWPPP also contains a list of measures currently in place to manage potential hazardous materials at the Airport and to ensure that contamination to water quality does not occur. These measures apply to the aboveground fuel farms as well as to Airport activities and operators.

Goleta Slough Area Sea Level Rise and Management Plan

The Slough Management Plan recommends that current planning efforts identify adaptation strategies to accommodate at least five feet of sea level rise and is incorporated by reference into this Recirculated Draft Program EIR (see <http://www.goletaslough.org/committee/2016-goleta-slough-management-plan/>). Moderate sea level rise scenarios indicate that this is approximately the amount of sea level rise that is expected to occur by the year 2100. The Slough Management Plan assumes that Airport infrastructure would be protected in all scenarios and includes the following recommendation to raise the Airport runways and taxiways (GSMC 2015):

“The 2010 Coastal LiDAR¹² shows that portions of the taxiways are located at elevations as low as 9.5’ NAVD88¹³ making them prone to flooding under existing closed Slough conditions. The runway low point is at 10.5 feet NAVD. Significant flooding of the runways and taxiways occurred during the 1969 and 1995 storm events. As sea levels rise the tarmac will flood more frequently, creating the potential for more frequent disruption of airport operations.

One potential strategy for reducing the risk of flooding at the airport is to increase the elevation of the tarmac by applying thicker pavement lifts during the regular resurfacing of the runways, taxiways and safety areas. Applying thicker lifts of pavement at regular intervals over the lifetime of the airport may significantly reduce the potential for flooding on the tarmac. This adaptation strategy has considerable potential effectiveness for the near term, as it can be readily incorporated into regular airport capital improvement plans. This will also require the elevation of infield and overrun areas. The effectiveness of this strategy over the long term may be reduced due to increased ground settlement as the thickness and therefore the weight of paving increases.” (GSMC 2015).

¹² LIDAR is an acronym for Light Detection and Ranging, a type of topographic data that was collected by the State for the purposes of studying potential sea level rise.

¹³ NAVD88 is an acronym for North American Vertical Datum of 1988. NAVD 88 is the current standard reference datum in the United States for surveying and mapping activities performed or financed by the Federal Government.

4.5.3 Impact Evaluation Methodology and Significance Criteria

Based on the City's CEQA significance criteria, a significant impact to hydrology and water quality would result from:

Water Resources and Drainage

- Substantially changing the amount of surface water in any water body or the quantity of groundwater recharge.
- Substantially changing the drainage pattern or creating a substantially increased amount or rate of surface water runoff that would exceed the capacity of existing or planned drainage and storm water systems.
- Altering drainage patterns or affecting creeks in a way that would cause substantial erosion, siltation, on- or off-site flooding, or impacts to sensitive biological resources.

Water Quality

- Substantial discharge of sediment or pollutants into surface water or groundwater, or otherwise degrading water quality, including temperature, dissolved oxygen, or turbidity.

Flooding and Inundation Hazards

- Locating development within 100-year flood hazard areas; substantially altering the course or flow of flood waters or otherwise exposing people or property to substantial flood hazard.
- Exposing people or structures to substantial unmitigated risk involving inundation by seiche, tsunami, or mudflow.

4.5.4 Project-Specific Impacts

Drainage and Water Quality

Impact HYD-1: Future construction activity and impervious surfaces created by projects recommended in the Master Plan could result in drainage, storm water, and surface water quality impacts in Goleta Slough and other Section 303(d) impaired waters. For the most part, development would occur in areas of the Airport already covered by impervious surfaces, i.e., pavement and buildings. However, additional impervious surfaces would occur due to proposed shoulder improvements along Runway 15R-33L and Taxiways B and H (see Exhibit 2C,

Recommended Airfield Development Concept) as well as potential development of new fixed base operator (FBO) lease areas. In addition, approximately five acres of net new pavement is expected in conjunction with the recommended Taxiway H Airfield Safety Project (see Exhibit 2D, Proposed Taxiway H Extension).

There are four creeks that traverse the Airport property from north to south. The recommended development within the Master Plan does not involve the disturbance or alteration of any of the on-site creeks. The recommended Taxiway H Airfield Safety Project could involve grading and the placement of fill within 250 feet of Carneros Creek.

Result HYD-1: As previously discussed in the Initial Study prepared on the proposed Master Plan and in Section 4.5.1 of this **Program** EIR, the City and State require that on-site capture, retention, and treatment of storm water be incorporated into the design of development projects. Pursuant to the City's SWMP and the NPDES General Permit for Storm Water Discharges, projects must be designed to capture and treat the calculated amount of runoff from the project site for a one-inch, 25-year storm event, over a 24-hour period.

Therefore, at the planning level, potential drainage and water quality impacts would be Class III, Less than Significant Impact. Through implementation of the City's and RWQCB's existing drainage and water quality requirements, all future projects at the Airport must be designed to comply with the City's requirements for storm water runoff and the City's SWMP requirements. The Airport has an existing SWPPP, dated September 2009, which also maintains compliance with the City's SWMP. The Airport's SWPPP would be enforced during all construction projects.

Flooding and Inundation Hazards

Impact HYD-2: The proposed Master Plan recommends the removal of several existing structures from floodway areas. New development recommended by the Master Plan within the floodways is limited to the western 600 feet of the proposed Taxiway H Airfield Safety Project and most westerly taxiway connector with Runway 7, proposed shoulders on Taxiway D, perimeter fence improvements at the end of Runway 25, future use of existing buildings within the old maintenance yard, and potential expansion of one of the existing fuel farms. The remainder of the development recommended by the proposed Master Plan would occur within Zone AE, but outside mapped floodways (as mapped on FIRM maps, Panels 06083C1361G and 06083C1362G).

The risk to people and structures at the Airport due to flooding would be lessened by the recommended relocation of two historic hangars out of the floodway. Potentially significant impacts to people and structures could remain, however, due to the potential expansion of one of the fuel farms in the floodway, future use of existing buildings within the old maintenance yard, and due to future buildings located within Zone AE. The construction of a taxiway and connectors within the floodway could also have potentially significant impacts.

In addition, the Santa Barbara General Plan Safety Element projects that the region, including the Airport, will experience increased flooding attributable to changing climate and sea level rise over the useful life of projects recommended in the Master Plan. This is also the conclusion of a statewide study (see Section 4.1.1) and the Slough Management Plan. As previously discussed, the Slough Management Plan recommends that current planning efforts identify adaptation strategies to accommodate at least five feet of sea level rise since infrastructure constructed now may still be in use within the time that a sea level rise of five feet could occur.

- Result HYD-2a:** The extent to which new Airport facilities within floodway or Zone AE (100-year floodplain) areas would impede or redirect flood flows cannot be fully determined until the design of the future structures is known and has been evaluated. However, all development projects at the Airport would be required to comply with Chapter 22.24, Flood Plain Management of the City *Municipal Code*. The chapter includes the establishment of a development permit for construction or development within any Special Flood Hazard Areas, the conditions that need to be met for a variance, general standards for flood hazard reduction, and specific regulations related to floodways. Therefore, flooding impacts of future development under the proposed Master Plan would be Class III, Less than Significant Impact.
- Result HYD-2b:** The removal of existing structures and land uses from the floodway would reduce existing flooding risks at the Airport. Thus, these aspects of the proposed Master Plan would be Class IV, Beneficial Impact.
- Result HYD-2c:** Based on recent CEQA case law, (i.e., *California Building Industry Association [CBIA] vs. Bay Area Air Quality Management District [BAAQMD] [2015]*), CEQA analysis “is concerned with a project’s impact on the environment, rather than with the environment’s impact on a project and its users or residents” (CBIA, 62 Cal. 4th at 97). Therefore, no impacts related to sea level rise are attributable to the project. However, discussion of sea level rise has been retained for informational purposes and mitigation measures to aid in protecting Airport infrastructure from future flooding due to sea level rise is recommended.

- Impact HYD-3:** Although the Airport is not located in any known inundation hazard zones for substantial mud flows or seiche, it is located in the tsunami hazard zone for the City. However, the proposed Master Plan would not result in substantial new growth at the Airport; rather, it contains plans for minor redevelopment of the Airport with an emphasis on improving the Airport's safety and efficiency.
- Result HYD-3:** The City has evacuation plans for all parts of the City that would be affected should a threat such as a tsunami be anticipated. Based on these existing emergency procedures, inundation by tsunami is not considered to be a "substantial unmitigated risk," and impacts related to this significance threshold would be Class III, Less than Significant Impact.

4.5.5 Regional (Cumulative) Impacts

No regional or cumulative impacts to drainage and water quality would occur as a result of Master Plan implementation. As discussed above, the City and State require that on-site capture, retention, and treatment of storm water be incorporated into the design of development projects.

Potential changes to flood patterns at the Airport would be assessed at the project-specific level as certain development projects are implemented, as discussed above. Compliance with the City's Flood Plain Management zoning chapter would ensure that no cumulative impacts related to flooding would occur.

4.5.6 Comparative Impacts of Alternatives

No Project Alternative

The No Project alternative would have less impacts related to drainage and water quality as the project as proposed since less impervious surface would be present at the Airport. However, the Airport's existing SWPPP, which maintains compliance with the City's SWMP and its NPDES General permit, would still be enforced during all maintenance projects.

The No Project alternative could have greater risk related to flooding than the project as proposed. Under this alternative, several structures and land uses that are currently located within the floodways on the Airport would remain in place. This includes the maintenance yard located adjacent to Carneros Creek and two existing hangar buildings (Buildings Nos. 248 and 249). In addition, mitigation recommended to protect the Airport from future sea level rise would not necessarily be realized under the No Project alternative.

Environmentally Superior Alternative

The Environmentally Superior alternative would have less impact related to drainage and water quality since the Taxiway H project would not occur, resulting in less impervious surfaces at the Airport. The Airport's existing SWPPP, which maintains compliance with the City's SWMP and its NPDES General permit, would still be enforced during all development projects occurring under this alternative. These projects would be designed to capture and treat the calculated amount of runoff from the project site for a one-inch, 25-year storm event, over a 24-hour period.

The Environmentally Superior alternative would have less risk related to flooding when compared to the project as proposed. Under this alternative, the recommended taxiway project, which would have been located partially within the floodway along Carneros Creek, would not be constructed.

Other existing uses located within floodway areas, i.e., the maintenance yard and two historic hangars, would be relocated out of the floodway in the same manner as they would under the proposed project. Future fuel farm expansion could occur, but would be subject to the City's Floodplain Management zoning chapter. Similarly, development occurring under the Environmentally Superior alternative that would be located within Zone AE, but outside mapped floodways, and would also be subject to the City's Floodplain Management zoning chapter.

Future recommended mitigation to protect the Airport from sea level rise would still be implemented with this alternative.

4.5.7 Mitigation Measures

The City's Flood Plain Management chapter of its *Municipal Code* (Chapter 22.24) would apply to any proposed construction within Special Flood Hazard Areas, which include the mapped floodways and the 100-year floodplain (Zone AE) at the Airport. This would affect all recommended development projects, including approximately 600 feet of the westernmost portion of the extension of Taxiway H and its most westerly connector taxiway with Runway 7-25 to be located within a mapped floodway. It would also potentially affect a segment of perimeter fence recommended for replacement that is located due east of the Runway 25 end and the future expansion of the existing fuel farm. Other than compliance with the City's *Municipal Code* and any conditions of a City-issued variance or development permit, as well as implementation of the City's SWMP and the Airport's NPDES permit and SWPPP, no mitigation for drainage, water quality and flooding is necessary.

Recommended Mitigation Measures for Hydrology and Water Quality Result HYD-2c

Future flooding at the Airport due to climate change and sea level rise is anticipated to be approximately five feet over the next 85 years.

- HYD/mm-1:** The potential impact of local sea level rise associated with global climate change should be considered in the planning and design of recommended Master Plan projects. Project-specific CDP submittals for projects that may be subject to tidal inundation and flooding should include an analysis of improvement location and design in relation to projected future changes in sea level rise, utilizing the best available science, to ensure new development is located and designed to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected design life of the project (75 years).
- HYD/mm-2:** The Airport should raise all new or reconstructed buildings to one foot above base flood elevations as well as apply thicker pavement lifts during regular intervals over the lifetime of the Airport to reduce the potential for flooding on the tarmac.

4.6 LAND USE AND PLANNING

4.6.1 Environmental and Regulatory Setting

The Airport is owned and operated by the City of Santa Barbara; however, the Airport is surrounded by land within the City of Goleta, the County, and UCSB. Refer to Exhibit 1A, which depicts various jurisdictions within the vicinity of the Airport.

The land surrounding the Airport contains: Pacific Ocean coastline and beaches (south); UCSB and the associated student community of Isla Vista (southwest); industrial and commercial land uses (north and east); golf courses and undeveloped open space (north and west); and residential land uses (interspersed within the nearby commercial, recreational, and educational land uses). Specific land uses in proximity to the Airport include the Ocean Meadows Golf Course 0.7 mile to the west, the Twin Lakes Golf Course directly across Hollister Avenue to the north, the Goleta Sewer District Treatment Facility adjacent on the southeast, and the Goleta Beach and Pier further to the southeast.

City General Plan land use designations for the Airport are “Airport” and “Goleta Slough Natural Reserve.” These designations generally mirror the Airport’s zoning districts, i.e., the “Goleta Slough Natural Reserve” land use designation covers areas of the Airport zoned as G-S-R while the remainder of the Airport is designated as “Airport.” The following zones are present at the Airport (**Exhibit 4H**):

- A-C, Airport Commercial
- A-F, Airport Facilities
- A-I-1&2, Airport Industrial
- A-A-O, Airport Approach & Operations
- C-R, Commercial Recreation
- G-S-R, Goleta Slough Reserve
- P-R, Park & Recreational

The Airport is also in two overlay zones:

- SP-6, Airport Industrial Area Specific Plan, which applies to the Airport's industrial park located along Hollister Avenue.
- S-D-3, Special District 3 Coastal Overlay, which applies to all of the Airport property within the Coastal Zone (i.e., south of Hollister Ave.)

Since land use compatibility can be related to noise and other nuisance impacts, a "windshield" survey was conducted to determine if sensitive receptors such as residences, schools, places of worship, and long-term health care facilities, are located within proximity to the Airport. There are no sensitive receptors within the Airport's existing (2011) Community Noise Equivalent Level (CNEL) noise contour,¹⁴ which extends off the Airport property east over a mixed industrial/warehouse area off Bush Lane and Thornwood Drive and west between South Los Carneros Road and Storke Road between the Airport boundary and Home Depot (**Exhibit 4J**).

The closest residences to the Airport are small single-family homes interspersed within the mixed industrial/warehouse area east along South Fairview Avenue and a multifamily residential complex (Willow Springs Apartments) along Willow Springs Lane. There are no residences located within the 65 CNEL for the Airport; there are, however, several single-family residential neighborhoods and one trailer park located within, or partially within, the 60 CNEL. Although located adjacent to Airport property to the south, UCSB is located outside the 60 CNEL and is buffered from Airport operations by Goleta Slough.

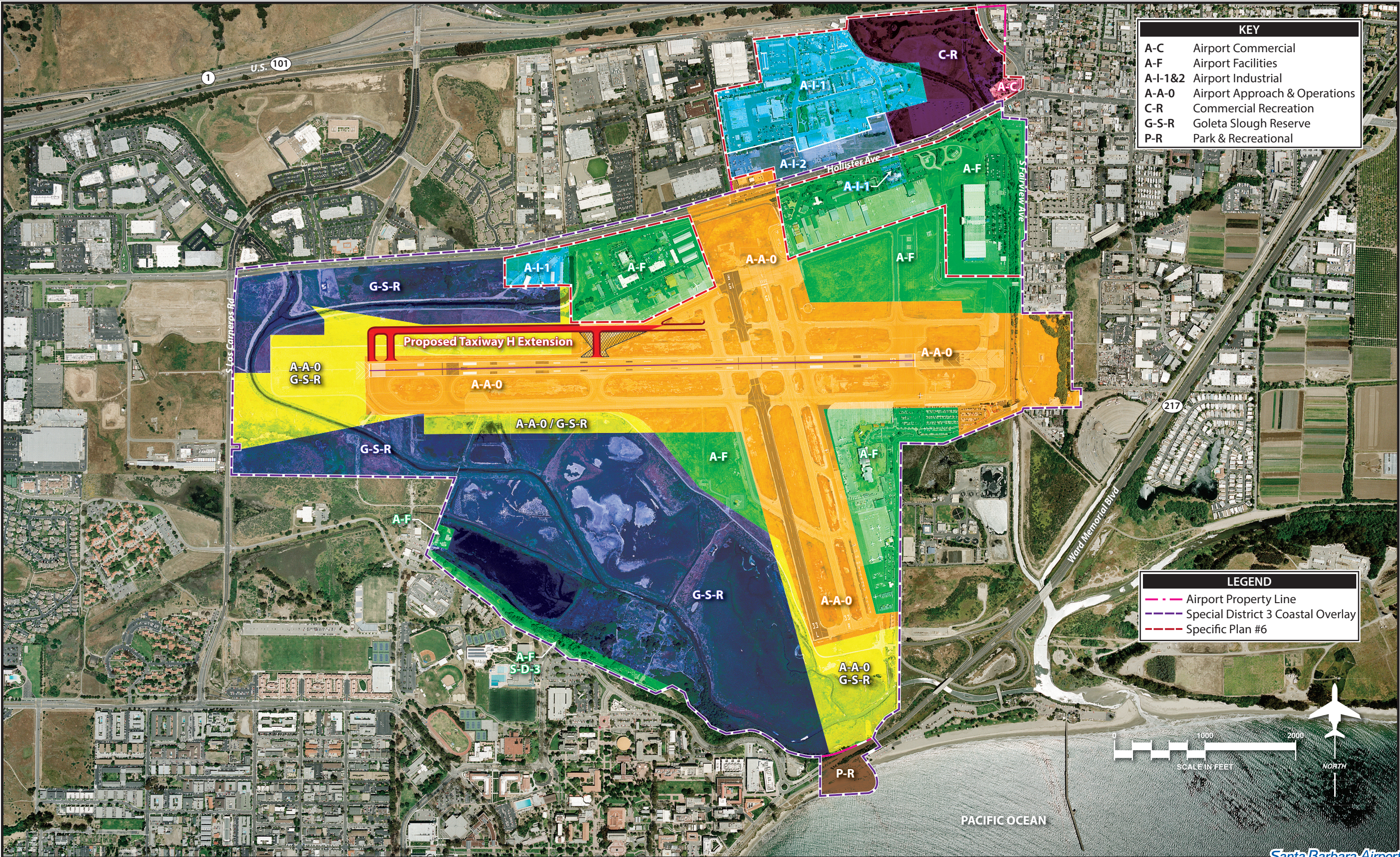
Regulatory Setting

Federal

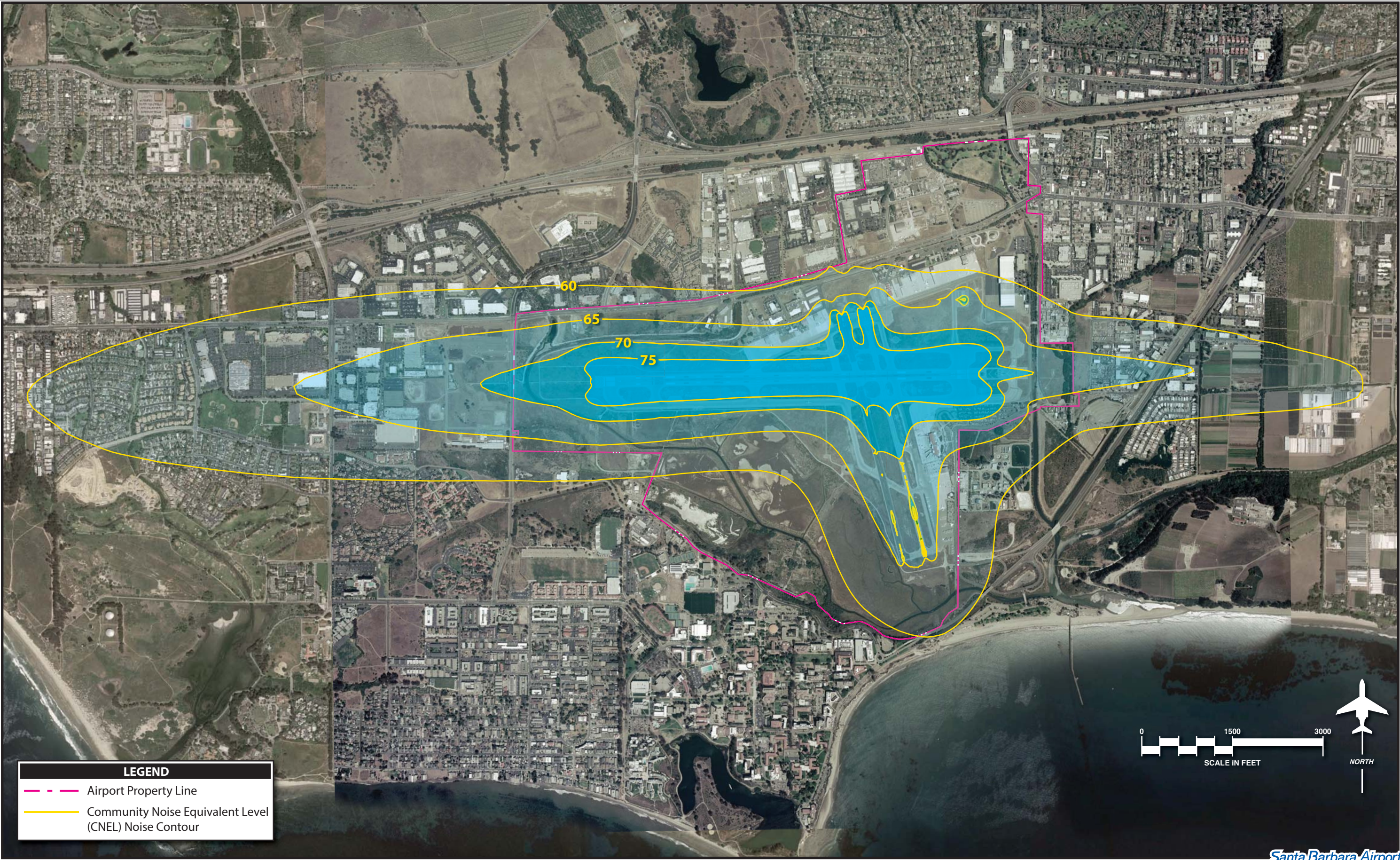
The Federal government has delegated the administration of Federal airspace and airports to the FAA. Title 49 of the USC and Title 14 of the CFR contain many of the safety regulations, funding procedures, and other rules applicable to the development and operation of airports. FAA Order 5100.38D, *Airport Improvement Program Handbook*, in particular, contain the procedures that airports must follow pursuant to Federal regulations (FAA 2014).

In addition, the FAA is the lead Federal agency responsible for ensuring compliance of airport-related projects with the *National Environmental Policy Act of 1969* (42 USC 4321 et seq.). As

¹⁴ Ambient noise levels are determined as averaged 24-hour weighted levels, using the Day-Night Noise Level (L_{dn}) or Community Noise Equivalence Level (CNEL) measurement scales. The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a ~~10-10~~-decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above 60 dB(A) which average out over the 24-hour period. CNEL is similar to L_{dn} but includes a separate 5 dB(A) penalty for noise occurring between the hours of 7:00 p.m. and 10:00 p.m. CNEL and L_{dn} values usually agree with one another within 1 dB(A). In general, a change in noise level of less than three decibels is not audible. A doubling of the distance from a noise source will generally equate to a change in decibel level of six decibels.



Source: Santa Barbara Airport Aviation Facilities Plan, 2003 (zoning updated as of 6/2016)



discussed in FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, a project's compatibility with surrounding land uses is usually associated with the extent of the project's noise impacts. Per FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Paragraph 4.3, when the noise analysis determines that a significant impact would occur over noise-sensitive areas within the 65 dB DNL (also known as L_{dn}) noise contour, the compatible land use section should include a discussion on mitigation measures to be taken along with other land use controls (FAA 2006). Airport projects, such as those needed to accommodate fleet mix changes, an increase in operations at the airport, or air traffic changes are examples of activities which can alter noise impacts and affect surrounding land uses.

In addition, if the proposed project would result in other impacts exceeding thresholds of significance which have land use ramifications, such as disruption of communities, relocation of businesses or residences, and induced socioeconomic impacts, the effects of these land use impacts are also discussed.

State

The California Department of Transportation, Division of Aeronautics (Caltrans Aeronautics), also has authority over airports pursuant to the *State Aeronautics Act* (SAA) (California Public Utilities Code [PUC], Sections 21001 et seq.). Caltrans Aeronautics issues permits for, and annually inspects, public-use airports. It also provides grants and loans to airports for safety, maintenance, and capital improvement projects. Caltrans has prepared the *California Airport Land Use Planning Handbook* (Handbook), which implements the SAA pursuant to California PUC sections 21674.5 and 21674.7 (Caltrans 2011).

Local/Regional

As previously discussed in Section 4.2.1, the City is responsible for processing CDPs in concert with the policies of the certified LCP for development within the Coastal Zone. The City is also responsible for issuing grading permits, building permits, and floodplain development permits for development at the Airport. The City's Historic Landmarks Commission and Architectural Board of Review processes may also apply. Authority to Construct permits from the County APCD would be required for certain projects, as discussed in Section 4.1.1. Review of the proposed Master Plan by the airport land use commission (ALUC) would also occur and is discussed in Sections 2.5 and 4.6.5.

4.6.2 Applicable Plans and Policies

There are two primary planning documents that address development at the Airport, both of which are under the jurisdiction of the City of Santa Barbara: the SP-6 Plan (1998) and the Airport's *Aviation Facilities Plan* (2003). Together, these two documents comprise the Airport's existing Master Plan.

The only parts of the current Master Plan study area that are within the SP-6 planning area are two areas south of Hollister Avenue and east of the GSER (SP-6 Plan, Subarea 1), one either side of the Runway 15R-33L airfield area (City of Santa Barbara 1998) (**Exhibit 4K**). Applicable SP-6 Plan policies include:

Policy V1: Preserve the economic self-sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.

Policy V2: Provide opportunities that promote aviation related uses south of Hollister Avenue. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.

Policy TR1: Provide opportunities that promote aviation related uses south of Hollister Avenue.

Policy TR2: Preserve and encourage the expansion of existing businesses on Airport property.

Action TR2.1: Consider tenant relocation on a phased basis.

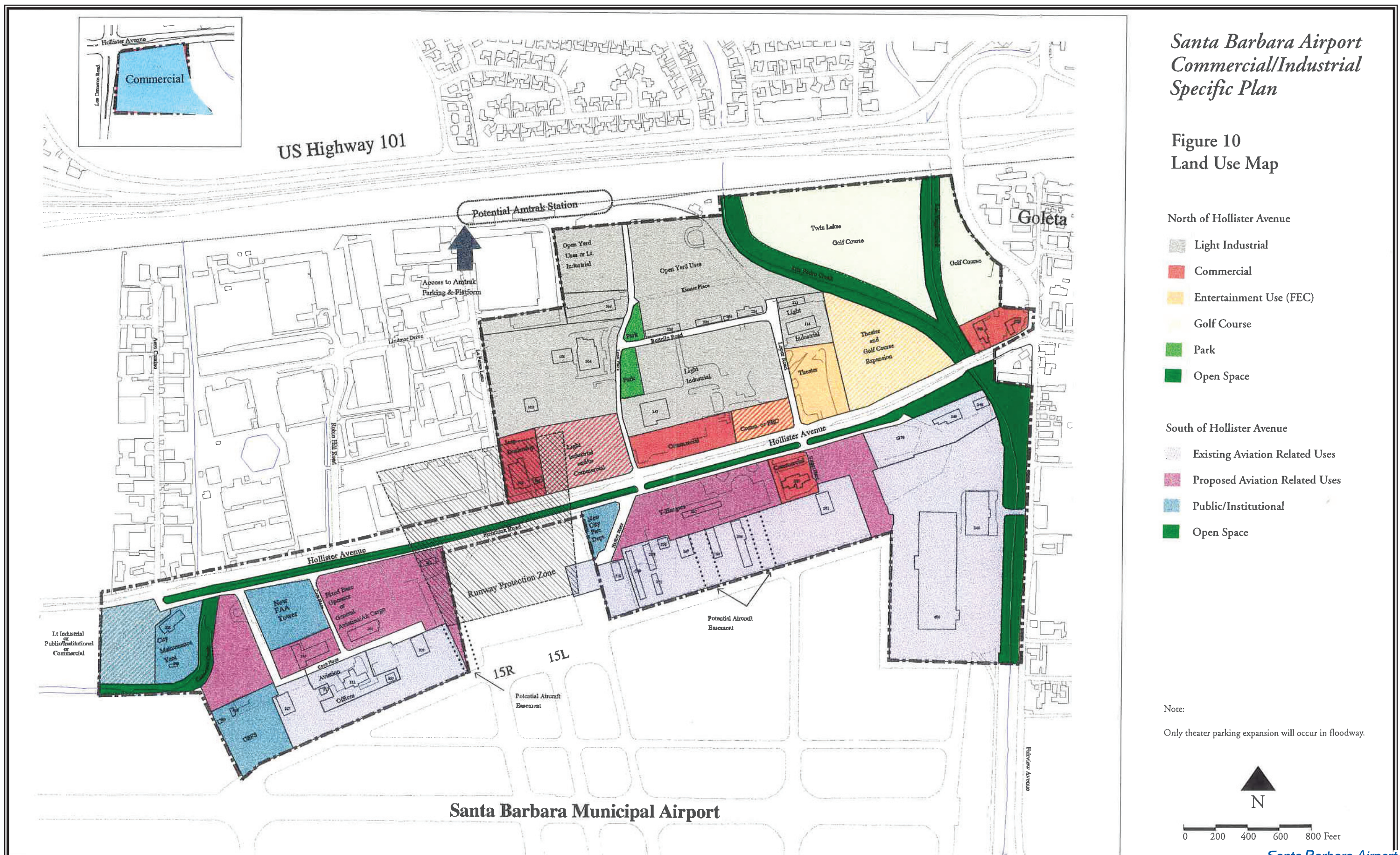
Policy SA1 (Sub-Area 1): Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the airfield east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc. ...

The SP-6 Plan Land Use Map (**Exhibit 4K**) shows primarily existing and proposed Aviation-Related land uses, as well as existing Public/Institutional uses (the on-airport fire station, airport traffic control tower, and City maintenance yard), Open Space (the regulatory floodway), and one Commercial property (an existing restaurant).

The Airport also has its own LCP, prepared by the City of Santa Barbara and certified by the CCC. The City's *Coastal Plan: Airport and Goleta Slough* (2003) discusses the resources found within the Airport component of the City's Coastal Zone and the existing plans and policies of the City, and presents LCP policies designed to provide additional protection to coastal resources not adequately protected under the City General Plan policies. The LCP is also intended to regulate Coastal Zone development in conformance with the Coastal Act. See **Table 4E** (Section 4.2.2) for a list of LCP policies specific to protection of biological resources at the Airport. Other LCP policies applicable to the proposed Master Plan are listed in **Table 4J**.

TABLE 4J
LCP (Non-Biological) Policy Summary
Santa Barbara Airport

	Policy
Policy C-13	A Water Quality Mitigation Plan (WQMP) shall be developed and implemented for new development or redevelopment projects that entail greater than or equal to one acre of disturbance. WQMPs shall be developed and implemented consistent with the most recent requirements of the Regional Water Quality Control Board (RWQCB) or Coastal Commission standards for controlling polluted runoff, whichever is more stringent. A WQMP shall incorporate the following criteria:



	<ul style="list-style-type: none"> • Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from developed areas of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns. • Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate to the maximum extent feasible. All dry weather runoff shall be captured and filtered, infiltrated or treated to remove airport pollutants, including oil, grease and particulates, to the maximum extent feasible, prior to discharge. • Post-development phase drainage and polluted runoff control plans shall be developed which shall specify site design, source control and treatment control BMPs that will be implemented to minimize post-construction polluted runoff, and shall include monitoring and maintenance plans for BMPs. • Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs. • Necessary drainage devices, culverts, and outfalls shall not cause or contribute to streambank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices. • The City shall maintain any drainage device to ensure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Repairs modifications, or installation of additional BMPs, as needed, shall be carried out prior to the rainy season. • Alterations and disturbance of streams or natural drainage courses or human-made or altered drainage courses, where permitted pursuant to Coastal Act Section 30236 and LCP Policy 6.11, shall include BMPs for hydromodification activities. <p>Monitoring shall be implemented, where required by the RWQCB, to ensure that average annual pollutant loadings do not exceed pre-development rates and/or water quality standards. The WQMP shall specify sampling locations, sampling protocols, pre-development pollutant levels and permitted standards for pollutants consistent with RWQCB standards. Monitoring shall be conducted annually consistent with RWQCB standards. If it is determined that pre-development levels and/or water quality standards are exceeded, annual monitoring shall be conducted for a period of at least five years, or until it is determined that pre-development levels and water quality standards are not exceeded. An assessment of the potential sources of the excessive pollutant loadings shall be conducted, including inadequate or failed BMPs, and corrective actions to remedy the water quality impacts shall be implemented.</p>
Policy C-14	<p>Construction Phase Erosion Control and Polluted Runoff Control Plans shall be developed for new development or redevelopment projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project and shall include:</p> <ul style="list-style-type: none"> • Best Management Practices (BMPs) designed to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemical and materials. • Re-vegetation of disturbed areas shall occur at the completion of grading activities. Re-vegetation plans shall consist of native, non-invasive plants species and shall minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Where irrigation is necessary to establish new plantings, efficient irrigation practices shall be required. • Outdoor material storage areas shall be designed using BMPs to prevent storm water contamination from stored materials. • Trash and debris storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.

	<ul style="list-style-type: none"> • Grading and other ground disturbance activities shall be conducted outside of the rainy season. Grading during the rainy season shall be permitted only when there is no other feasible alternative for scheduling, and/or for completing ongoing construction activities prior to the rainy season, only where the City determines that completion of grading is more protective of resources, and only when adequate interim erosion control methods are implemented to ensure that activities will not result in excess erosion and sedimentation. • A Construction Contingency Plan shall be developed to address methods to control potential migration of contamination discovered during construction activities and shall include methods to identify and control potential migration of subsurface contaminants to the surrounding environment.
Policy A-1	<p>Access within the Slough will be restricted to those persons and organizations conducting compatible research and educational projects.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • Continue a permit system for Slough access and institute an ongoing screening procedure; keep records of how frequently; how many people enter the Slough, and keep track of research projects underway in the Slough. • Review the existing rules and regulations regarding use of the Slough and modify the restrictions if there is a need. Persons using the Slough must demonstrate that they are aware of the rules and regulations governing use of the Slough. • Determine if and when educational tour routes in dry land areas of the Slough are feasible and develop procedures for such tours. Post signs explaining why access has been limited and soliciting cooperation.
Policy B-1	<p>Provide area(s) and facilities on the periphery of the wetland for the recreational and education use of Slough as funding permits.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • A site-specific plan will determine the appropriate location, nature, and extent of viewing decks, platforms, and/or similar facilities for observing the Slough from the upland periphery. • The cooperation of the University will be sought in this matter, particularly with regard to the possibility of sharing parking facilities and locating viewing platforms on University property. • Realizing the financial limitations of the City, outside funding sources for the development and maintenance of such facilities will be sought. • Education/explanatory signs will be developed and installed as a part of any walking tour and viewing facilities project.
Policy E-1	<p>Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • The City shall adopt and implement a landscaping beautification plan for the Airport. • The City shall investigate using local college and university work study programs as a source of help for a planting or landscaping program. • The City shall investigate funding of street signing and tree planting programs. • The City shall establish an architectural theme for future airport development. • The regular repair and maintenance program directed at roofing and painting existing airport buildings shall be continued.
Policy F-1	<p>The area of and around the archaeological site identified as SBa-52 is to be dedicated as a limited use area with access restricted. Use of this area by Chumash descendants for religious and ceremonial purposes which do not damage or destroy the archaeological resources of the site is preferred.</p>

	<p><u>Actions:</u></p> <ul style="list-style-type: none"> • Repair and keep in good repair the fence and gate which encloses the site. • Report and prosecute those who trespass. <p>Arrange a meeting with the various interested Indian groups (i.e. the Brotherhood of the Tomol, the Quabajai, the Indian Center of Santa Barbara), and interested archaeologists to determine the nature and extent of activities that would be allowed on the site if their exclusive use is allowed. If such use does not violate the letter and spirit of the goals and policies for the Goleta Slough - Sensitive Habitat portion of the Local Coastal Program, appropriate legal arrangements are to be made with the Chumash to formalize this arrangement.</p>
Policy F-2	<p>The City of Santa Barbara will seek to have the site known as SBa-52 placed on the National Register of Historic Places.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • File application for registration as a Historic Place.
Policy F-3	<p>New development shall protect and preserve archaeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible. Avoid impacts to such resources. "Archaeological or other culturally sensitive resources" include human remains, and archaeological, paleontological or historic resources.</p> <ul style="list-style-type: none"> • Coastal Development Permits for new development within or adjacent to archaeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources. • New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archaeologist/s and appropriate Native American consultant/s of all grading, excavation and site preparation that involve earth-moving operations.
Policy G-1	<p>Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public service, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.</p> <p><u>Actions:</u></p> <ul style="list-style-type: none"> • Using the Master Environmental Assessment, the City shall monitor and update on an on-going basis, information on water supply and demand, wastewater demand, traffic circulation and the adequacy of parking facilities to ascertain the short-term and cumulative long-term impacts of development in the Airport area. • As part of the Environmental Impact Statement required for adoption of the "Airport Land Use Plan", the City shall address the potential impacts upon public services including transportation which potentially would be created by implementation of the Plan. Prior to the approval of any development plans for the area, mitigation measures as developed in the EIS shall be implemented consistent with all relevant Coastal Act policies. • Any substandard portions of the water and wastewater systems at the Airport shall be improved when new developments would result in an increase in the use of the system. • The City shall support and continue to encourage the use of public transit for Airport employees and passengers. • Airport passenger parking spaces shall be increased at a rate equal to the rate of passenger demand and consistent with the "Airport Master Plan" when adopted. • The City shall continue to work towards the finalization of the Water Services Agreement with the Goleta Water District. • The City shall continue to pursue funding through the Clean Water Grant Program to upgrade any malfunctioning portions of the existing waste water system at the Airport.

Section 30253	<p>New development shall do all of the following:</p> <ul style="list-style-type: none"> (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.
LCP/GP Seismic/Safety and Conservation Elements	<p>Fault Displacement</p> <ol style="list-style-type: none"> 1. Buildings shall not be allowed to be constructed over an identified active fault. Appropriate setback requirements shall be determined by a registered engineering geologist based upon the specific site conditions involved. 2. The Mesa and Lavigia Faults shall be considered as potentially active, unless detailed seismic-geologic investigations confirm the contrary. Any other faults shall be considered as potentially hazardous and subject to further geologic investigation prior to development. <p>Ground Shaking</p> <ol style="list-style-type: none"> 1. Specific seismic investigations shall be conducted by appropriate consultants (engineering geologist, geophysicists, structural engineer, etc.) for all public buildings, disaster response facilities, schools, etc., and any structure over three stories located in the filled estero or thicker alluvium areas as shown on the Seismic Hazards Map. <p>Liquefaction</p> <ol style="list-style-type: none"> 1. Liquefaction evaluations and recommendations should be made by a qualified soils engineer for all new major or public structures located in high or conditional liquefaction potential areas (shown on the Liquefaction Hazard Map) whose failure could result in loss of life or high monetary loss. 2. Geologic reports which are prepared for areas of potential liquefaction and submitted for City review shall be sent for review by an independent registered engineering geologist to determine its adequacy and completeness. <p>Landslides</p> <ol style="list-style-type: none"> 1. Any proposed development within areas of active and inactive landslides as shown on the Soil Creep and Expansive Soil Map of the Seismic Safety/Safety Element of the General Plan shall be evaluated by a qualified soils engineer to determine the feasibility of safe development occurring without the risk of renewed movement. The soils report shall include recommendations for slope stability measures to be taken, if needed, for safe development to occur. This report will be subject to the approval of the Building Official. 2. Any grading operations undertaken in areas of active and inactive landslides shall be designed and supervised by a qualified soils engineer. <p>Erosion</p> <ol style="list-style-type: none"> 1. Detailed grading plans with strict revegetation provisions shall be required for all sites of proposed structures in areas of active erosion or high erosion potential. If cuts greater than 4 feet in height are proposed, the grading plan should consider erosion control in areas with a conditional erosion potential. 2. Major construction projects in areas of active erosion or high erosion potential shall be required to implement erosion and sediment control procedures during the construction phase of the project.

	<p>High Groundwater</p> <ol style="list-style-type: none"> 1. In areas where near surface groundwater is present or where historic high groundwater levels could return to their previous high levels, soils engineering and foundation studies shall be conducted to determine what engineering measures would best mitigate any potentially adverse impacts. <p>Tsunami</p> <ol style="list-style-type: none"> 1. Tsunami warning and evacuation procedures as outlined in the City of Santa Barbara Natural Disaster Plan should be periodically reviewed and amended to ensure that it will facilitate the rapid and orderly evacuation of the hazard area in the case of an imminent tsunami. <p>Seiche</p> <ol style="list-style-type: none"> 1. To reduce the potential impact of seismically induced seiches, the seiche hazard shall be considered in all development within areas near open bodies of water and the harbor. <p>Flooding</p> <ol style="list-style-type: none"> 1. Floodplain management programs shall be implemented through the Building Officer of the Division of Land Use Controls, and the Flood Control Division. <ul style="list-style-type: none"> - Prohibit the construction of new structures in stream channels (except stream measurement or flood control related facilities). - Encourage light-intensity use in the floodway or floodway fringe with the requirement that such uses shall not impair the flood-carrying capacity of the stream. - Require adequate setbacks from flood channels of any new development as defined under the Federal Flood Insurance Program, for those properties within the identified flood hazard area. - Encourage the use of permeable or pervious surfaces in all new development to minimize additional surface runoff. 2. Hazard reduction programs shall be implemented in urban sections of the City already built in hazardous, flood-prone areas. <ul style="list-style-type: none"> - Restrict the replacement of old structures within the floodway fringe unless the applicant has satisfactorily demonstrated that the structure will not impair flood flow, and has proved that the floodway fringe boundaries as designated by the HUD maps should be adjusted. - Regulate buffer zones along creeks to protect against bank erosion from public or private practices including grading, brush clearing, trail maintenance, dumping, or construction of private structures such as bridges or walkways across creeks. Routine debris removal by the City for flood reduction is exempted.
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SOURCE: City of Santa Barbara, 2003. *Coastal Plan: Airport and Goleta Slough*, as amended by the California Coastal Commission, May.

City General Plan policies are also applicable to the Airport and include those found in both the various elements of the *City of Santa Barbara General Plan* the *Santa Barbara General Plan* amendments (2011). As part of this chapter (Chapter Four), and within each resource discussion, an analysis has been undertaken to determine any potential conflicts with applicable land use plans, policies, or regulations of agencies with jurisdiction over the project.

In addition to those plans and policies relating to environmental effects, *Santa Barbara General Plan* includes measures applicable to the Airport and its industrial areas, such as policies related to the Airport's role in promoting jobs and economic health in the City. When analyzing the environmental effects of *Santa Barbara General Plan*, the certified Final EIR assumed "continued moderate growth of the City's Airport and adjacent specific plan area" (City of Santa Barbara 2010). These additional *Santa Barbara General Plan* policies are listed below.

EF15. Protect Industrial Zoned Areas. Preserve the industrial zones as a resource for the service trades, product development companies, and other industrial businesses not precluding priority housing in the C-M, Commercial Manufacturing Zone.

EF16. Industrial Uses. Ensure that there is sufficient land available for industrial uses.

Because *Santa Barbara General Plan* addressed only some of the elements within the City's General Plan, the old General Plan elements are still applicable as well. In Volume 1 of the City's 1995 General Plan, which includes the Land Use Element, it states the following with regard to the Airport:

"It is proposed that the following approaches be taken to the utilization and function of these lands.

1. The Airport facilities and Airport operation land uses should continue and be expanded as necessary to serve the function of a local airport with its passenger and freight service area generally confined to tying the South Coast area to the greater metropolitan areas of Los Angeles and San Francisco.
2. The land which will not be used for Airport functions is, essentially, no different than the surrounding lands in the Goleta area. The fact that the property owner happens to be the City of Santa Barbara does not affect its land use relationship to the balance of the area. Because of the magnitude of problems, such as noise, air, and visual pollution, the City, County, and UCSB should cooperate in determining a desirable and appropriate land use for this area of Goleta in relationship to economic, social, and environmental impact upon both individuals and community structure. ...

... Planning for airport development should be guided by the following basic principles:

1. Noise, air pollution, and all other adverse environmental and ecological impacts must be reduced and held at absolute minimum levels.
2. Land use, both aeronautical and non-aeronautical related, must be planned to produce a low intensity of activity, commensurate with the local nature of the airport and respecting the low residential, commercial, and industrial density of the Goleta area.
3. All planning for this important transportation element and its related facilities should be coordinated with the County."

In addition, the Circulation Element contains the following policy and implementing strategy for other transportation facilities:

15.2 Manage and operate the Airport in an efficient, cost-effective, and safe manner.

Other policies of the General Plan include the preservation and restoration of the Goleta Slough (Conservation Element), the implementation of land use compatibility standards for noise (Noise Element), and the following policies related to urban design.

ER11. Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

PS6. Water Conservation Program. The use of water conservation practices shall be both encouraged and required, as appropriate, for all development projects.

In addition, SBCAG, as the County's ALUC, has prepared the *Santa Barbara County Airport Land Use Plan* (ALUP) (1993). This document is being updated in the form of an Airport Land Use Compatibility Plan (ALCUP), per the Caltrans Handbook. The proposed Master Plan, if approved, would be incorporated into the next ALUCP update, as necessary. See Section 2.5 of this [Final Program](#) EIR for additional discussion.

4.6.3 Impact Evaluation Methodology and Significance Criteria

Based on the CEQA Guidelines checklist, the following significance criteria have been applied to this proposed project:

- Would the project physically divide an established community?
- Would the project conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

In addition, land uses incompatibility can result from a proposed project's generation of noise, odor, safety hazards, traffic, visual effects, or other environmental impacts. These potential impacts have been addressed within the proposed project's Initial Study and are addressed in this [Program](#) EIR as appropriate.

4.6.4 Project-Specific Impacts

Impacts to Established Communities

Impact LU-1: The proposed project does not involve any improvements that have the potential to physically divide the surrounding communities nor would it close any existing bridges or roadways. (See Section 4.8 for a discussion of transportation/traffic related to the proposed Master Plan's implementation.) All improvements occurring under the proposed Master Plan would occur on Airport property.

The proposed Master Plan recommends several types of construction or demolition activity at the Airport over the next 20 years. These would include the demolition of existing buildings, the construction of new buildings, the relocation of the maintenance yard and glideslope antenna, replacement of Airport ancillary structures such as perimeter fencing, and the grading, paving and/or pavement rehabilitation of taxiways and runways. The closest sensitive noise-receptors (i.e., residents of Willow Springs Apartments) are located approximately 425 feet from the maintenance yard to be relocated. This is the closest recommended project to the neighborhood. The next closest project would be the Taxiway H Airfield Safety Project, which would be located approximately 900 feet away at its nearest point.

Result LU-1: **No significant impacts would occur to adjacent communities as a result of the proposed project. Since all construction or demolition activity at the Airport would be reviewed at a project-specific level by the City and is required to comply with the City's noise ordinance, construction noise at the distances discussed above would have Class III, Less than Significant Impact on noise-sensitive receptors.**

Compatibility with Applicable General Plan Policies and Other City Plans

Impact LU-2: Moderate enplanement growth at the Airport (2.8 percent compound annual growth rate) is projected to occur by FAA in its 2012 Terminal Area Forecast (TAF) and was used in the growth forecasts for the proposed Master Plan. This moderate growth rate is the basis for not only recommended projects in the proposed Master Plan, but was accounted for in the City's General Plan, Climate Plan, and SWMP. (As previously stated in Section 1.2, the City's General Plan considers "moderate growth" at the Airport that was based on the 2003 *Aviation Facilities Plan's* aviation demand forecast which included scenarios for one to four percent annual growth rate of annual enplaned passengers and two percent per year growth in general aviation (GA) aircraft operations.) The proposed project is also consistent with the City land use policies listed in Section 4.6.2.

An analysis of consistency with the City's General Plan policies and other plans adopted for the purpose of avoiding or mitigating an environmental effect has been included within the various environmental resource categories of this Program EIR. Based on this analysis, the project is Consistent with all applicable sections of the City's General Plan, Climate Plan, and SWMP. Analysis of City LCP policies as they relate to the Goleta Slough are discussed in the next section.

Result LU-2: The proposed Master Plan would not preclude the implementation of applicable City General Plan, Climate Plan, or SWMP policies into individual development projects or airfield safety improvements, where appropriate, as long as the safety of the Airport is maintained. Required mitigation measures related to the City's Standard Conditions of Approval would also ensure that the project is consistent with the City's applicable plans and policies. Impacts to applicable land use and other City plans as a result of the proposed Master Plan would be Class III, Less than Significant Impact.

Compatibility with the Santa Barbara Airport Industrial Area Specific Plan and SP-6 Zoning

Impact LU-3: The City of Santa Barbara Planning staff has analyzed the proposed Master Plan's consistency with the City's SP-6 Plan and has determined that it is consistent with the intent of policies within the SP-6 Plan, including policies specific to Subarea 1. The SP-6 Plan Land Use Map for Subarea 1 shows a pattern of development that is similar to what is recommended by the proposed Master Plan. In addition, the proposed Master Plan is consistent with the zoning districts currently over the subarea (A-I-1, Airport Industrial, and A-F, Airport Facilities).

Although the SP-6 Plan included an Illustrative Plan with a development concept that is different from the proposed Master Plan, the Illustrative Plan exhibit also states that it is intended to show "one potential development concept and the actual buildout will likely vary from this initial projection." The SP-6 Plan envisioned that approximately 70,000 square feet of new aviation-related facilities could occur at full buildout, excluding T-hangars. It also assumed the gradual removal of 18 older buildings within Subarea 1 with a net decrease in approximately 3,000 square feet overall.

The proposed Master Plan recommends the demolition of six buildings (approximately 41,000 square feet). Building Nos. 268, 269 and 271 are a storage building and two older hangars that would be replaced with two rows of 13-unit T-hangars; Building Nos. 303, 304, and 344 are two office/storage buildings and an office/research and development (R&D) building that would be replaced with two rows of 15-unit T-hangars. Other office or R&D buildings and older aircraft hangars may or may not be removed depending on the plans of future lease holders at the Airport. All future development within the part of the proposed Master Plan that is also within Subarea 1 of the SP-6 Plan will be evaluated by City of Santa Barbara Planning staff for consistency with relevant SP-6 Plan policies at a project-specific level.

Much of the recommended north landside development in the Master Plan would occur in the Airport Industrial Area specific planning area and would be subject to the provisions of the SP-6 overlay zone (see Chapter 29.30 of the

Santa Barbara's *Airport Zoning Ordinance*). No issues with the SP-6 overlay as a result of recommended development are anticipated. The maintenance yard is located within the A-I-1 zone. The closure of the maintenance yard is assumed to be consistent with this zone.

Result LU-3: Since the proposed Master Plan is consistent with the SP-6 Plan's Land Use Map for Subarea 1, applicable policies and zoning, and Subarea 1's redevelopment focus, impacts related to SP-6 Plan consistency would be Class III, Less than Significant Impact.

Compatibility with the Airport's Local Coastal Program

Impact LU-4: An analysis of consistency with the City's LCP policies adopted for the purpose of avoiding or mitigating impacts to coastal resources has been included within the various environmental resource categories of this Program EIR and a summary policy consistency analysis with the City's LCP policies is provided below. Based on this analysis, with mitigation, the proposed Master Plan is consistent with all applicable LCP policies addressing potential impacts to water/marine resources, wetlands, environmentally sensitive habitats, public access and recreation, visual resources, cultural resources, public services, and hazards related to geology, fire, flooding and sea level rise (including potential tsunami hazards).

Water Quality and Marine Environments

New development on the airport property in proximity to Goleta Slough and the various waterways/drainages that traverse the property has the potential to impact coastal water quality through grading, removal of native vegetation, increase of impervious surfaces and associated runoff, erosion, and sedimentation. In addition, due to the history of aviation use of the airport property and the types of material associated with aircraft operation and maintenance, there is a potential for encountering contaminated sites and/or release of hazardous materials during construction and operation.

New development associated with the Master Plan would not be located within the waterways/drainages that traverse the airport property and therefore would not result in channelization or substantial alteration of onsite waterways. The majority of proposed Master Plan improvements would be located in developed areas of the Airport, and airfield safety improvements (taxiway extension/improvements) would be located in level areas, thereby limiting grading, substantial increases of new impervious surfaces, and disturbance to natural drainage features. New or improved drainage systems necessary to convey runoff from improvement areas, including any drainage

discharge or disposal devices, would be designed to avoid or minimize impacts to the site's waterways/drainages.

Compliance with the LCP's water quality policies, Policies C-12, C-13 and C-14, and identified mitigation measures which include implementation of construction and post-construction BMPs, would ensure that new development for the Master Plan would be implemented in a manner to protect water quality. The Airport has an active SWPPP and a City-approved storm water management plan, both of which include measures to manage potential hazardous materials and to protect water quality at the Airport. In addition, all development would have to comply with the Airport's NPDES Industrial Permit and spill prevention control and countermeasures (SPCC) plans and operations manuals. Therefore, the project is consistent with LCP Policies C-12, C-13 and C-14.

Wetlands

Section 30233 of the Coastal Act and LCP Policies C-4 and C-10 set forth specific limitations on uses allowable in wetlands. The limitations are generally defined in a 3-part test as follows:

1. The purpose of the project is limited to one of eight allowable uses identified in Section 30233;
2. The project has no feasible less environmentally damaging alternative; and
3. Adequate mitigation measures to minimize the adverse impacts of the proposed project on habitat values have been provided.

Proposed airfield projects would be located within the existing airfield, primarily within developed areas or immediately adjacent to existing runways and taxiways. The Taxiway H Airfield Safety Project would be located on the north side of the airfield and would involve some extension of development into an undeveloped area currently zoned as G-S-R (see **Exhibit 4H**). Based on a preliminary wetlands inventory and vegetation mapping conducted on the Airport (Dudek 2012), the infield areas where runway and taxiway improvements are proposed, although consisting of non-native annual brome grassland (ABG) and dredge spoil or work areas (DRDG) (refer to **Exhibit 4B**), could contain wetlands as defined by CCC and/or USACE/RWQCB due to the presence of hydrophytic vegetation (refer to **Exhibit 4C**).

Additional surveys prior to actual development would be necessary to delineate the exact limits of jurisdiction. Any portion of the project involving improvements that result in temporary or permanent fill in wetlands trigger

the 3-part test for projects involving wetland fill as required by Coastal Act Section 30233 and LCP Policies C-4 and C-10.

1. Allowable Use

Pursuant to the first of these tests, a project must qualify as one of the eight stated uses allowed under Section 30233(a). As it relates to Master Plan projects that have the potential to impact wetlands, Section 30233(a)(5) of the Coastal Act authorizes fill for *“Incidental public service purposes, including but not limited to, burying cables, pipes or inspection of piers and maintenance of existing intake and outfall lines”* and LCP Policy C-9 requires that *“Any development approved within or adjacent to the wetland areas identified on the habitat map shall have been found to be consistent with PRC’s sections 30233, 30230, 30231 and 30607.1.”*

Previous CCC findings for airfield safety projects resulting in wetland impacts at the Airport have concluded that fill for the expansion of existing runways/taxiways may constitute an “incidental public service purpose” if: (1) there is no less damaging feasible alternative; (2) the fill is undertaken by a public agency in pursuit of its public mission; and (3) the expansion is necessary to maintain existing capacity.

The 2013 Demand/Capacity Analysis for the Airport concludes the following:

The 2011 operations level equated to 48 percent of the airfield's annual service volume. By the long-term planning horizon, total annual operations are expected to represent 65 percent of annual service volume.

FAA Order 5090.3C, *Field Formulation of the National Plan of Integrated Airport Systems* (NPIAS), indicates that improvements for airfield capacity purposes should begin to be considered once operations reach 60 to 75 percent of the annual service volume. Since this range is not anticipated to be reached at Santa Barbara Airport until the long-term timeframe, major capacity improvements such as new runways are not considered necessary during the planning horizon.

Accordingly, none of the Master Plan project elements that could potentially impact wetlands would increase the operational capacity of the Airport, but are specifically intended to meet FAA design standards for safety and to improve the operational efficiency, circulation and capability of the airfield. The improvements are necessary to eliminate and/or minimize safety hazards associated with a number of “Hot Spots,” identified by the FAA as a location in the Airport’s movement area with a history of potential risk or collision or runway incursion, and where heightened attention by pilots is necessary. The location and design of the proposed airfield improvements have been

determined based on FAA design standards and the location of existing facilities, i.e., most of the runway and taxiway improvements consist of minor, linear expansions that must occur immediately adjacent to existing runways and taxiways. In the case of the Taxiway H Airfield Safety Project, the location and design is based on the most feasible, least environmentally damaging location, which avoids sensitive vegetation communities and provides maximum setbacks from Carneros and Tecolotito Creeks and Goleta Slough.

In conclusion, the Master Plan airfield improvements would not increase the operational capacity of the Airport and are necessary to ensure the safe and efficient operations of one of the region's primary public transportation systems providing coastal access to Santa Barbara and nearby coastal communities. In addition, the improvements are the least environmentally damaging, feasible alternative (see following discussion). Therefore, the project may be considered an allowable use for wetland fill pursuant to Coastal Act Section 30233 and LCP Policies C-4 and C-10.

2. The Project has no Feasible, Less Environmentally Damaging Alternative

The location and design of the proposed airfield improvements have been determined based on FAA design standards and the location of existing facilities. The runway and taxiway improvements consist of minor, linear expansions that must occur immediately adjacent to existing runways and taxiways. The location and design of the Taxiway H Airfield Safety Project avoids sensitive vegetation communities and provides maximum setbacks from adjacent resources associated with Carneros and Tecolotito Creeks and Goleta Slough. There are no alternative design or configuration options available that would allow for project implementation and avoid or reduce temporary or permanent impacts to wetlands. The No Project Alternative would result in reduced safety and/or efficiency of the Airport transportation, thereby adversely impacting maximum coastal access opportunities to the region's coastal communities. Thus, the project may be found consistent with Coastal Act Section 30233.

3. Adequate Mitigation Measures are Provided

Potential impacts to wetland resources would affect only degraded wetland areas consisting of non-native annual brome grassland (ABG) and dredge spoil or work areas (DRDG) (refer to **Exhibit 4B**). Nonetheless, should it be determined that impacts to wetlands would occur from the airfield projects, adequate mitigation measures to minimize adverse impacts on habitat values would be provided. A project-specific wetland mitigation plan would be prepared to determine sufficient mitigation for impacted resources based on a site-specific evaluation of the resource's function and values (see Section

4.2.7). Therefore, the project may be found consistent with Coastal Act Section 30233.

While the Taxiway H Airfield Safety Project would affect areas not immediately adjacent to existing facilities, the improvements would be located in proximity to an existing runway and the project location maximizes setbacks from adjacent creeks and Goleta Slough to the extent feasible.

The extension of Taxiway H would encroach into the G-S-R zone as identified on the City's zoning map, and although the Taxiway H Airfield Safety Project area is also zoned A-A-O, a project-specific analysis would be necessary to determine: 1) the extent of impacts to wetland habitat, if any; 2) feasibility of appropriate mitigation measures based on type and level of impacts on resource functions and values; and 3) overall compatibility of the taxiway Airfield Safety Project with the open space character of the GSER. Should a project-specific evaluation conclude that the Taxiway H Airfield Safety Project would not preserve the wetland as it exists or improve the habitat values of the Goleta Slough Reserve, an LCP amendment would be required to change the zoning of the proposed project area.

A full analysis of this project's consistency with the policies of the Airport's LCP and the G-S-R zoning would be conducted during the LCP amendment process and would address any potential policy consistency issues associated with adverse impacts to wetlands, wetland buffers (Policy C-4), long-term protection of Goleta Slough habitats and open space (Policies C-8, C-9 and H-1), and consistency with the Slough Management Plan (Policy C-10). See related analysis under Section 4.2.4 Impact BIO-1, and Impact LU-4 below. The City of Santa Barbara will consider the initiation of an LCP amendment and rezone for the portion of a future Taxiway H Airfield Safety Project that would occur within the G-S-R zone after formal adoption of the proposed Master Plan (refer to Section 2.4, Required Discretionary Actions, and Impact LU-6 below).

Environmentally Sensitive Habitat Areas

The majority of the airport improvements would be located in areas that are currently developed and therefore have no potential to impact ESHAs. Airfield improvements would occur in areas mapped as non-native annual brome grassland and dredge spoil or work areas, which are located immediately adjacent to or in proximity to existing facilities, and therefore have a low potential to contain ESHA. The location and design of the Taxiway H Airfield Safety Project avoids sensitive vegetation communities and provides maximum setbacks from adjacent resources associated with Carneros and Tecolotito Creeks and Goleta Slough, specifically avoiding development encroachment near the scrub and wetland habitats occurring southwesterly

of the existing airfield facilities (refer to **Exhibit 4B**). No improvements would occur in habitat areas known to support special-status species.

Consistent with LCP policies addressing potential impacts to sensitive habitats and species, potential indirect impacts to ESHA and special-status species would be identified and mitigated during project-specific environmental review to ensure mitigation measures would be implemented to protect sensitive habitat and species, and to ensure provisions of appropriate setbacks/buffers between development and ESHA. These buffers are necessary to ensure adjacent land uses are developed and maintained compatible with the continuance of habitat areas and to address potential short-term construction activity impacts that could inadvertently encroach into ESHA or occur during important roosting, breeding, foraging, migrating and nesting periods for special-status species. Compliance with the LCP's ESHA protection policies and identified project-specific mitigation measures would ensure that new development for the Master Plan would be implemented in a manner to protect ESHA and sensitive status species.

Public Access/Recreation

The proposed Master Plan does not raise issues of consistency relative to the public access and recreation policies of the Coastal Act or LCP as the projects are necessary to ensure the safe and efficient operation of one of the region's primary public transportation systems providing coastal access to Santa Barbara and nearby coastal communities. The proposed Master Plan would not result in intensification of the use of the existing facilities. A traffic study of the Master Plan projects has been prepared and is included in ~~this the~~ Recirculated Draft Program EIR as Appendix C (see also Section 4.8). No significant project-specific or cumulative traffic impacts would occur as a result of the proposed Master Plan and proposed development would not interfere with the public's right of access to the sea. In addition, the project would have no adverse effect on public access and recreational opportunities on airport property beyond those limitations presently established at the Airport to ensure safe and secure airport operations.

Visual Resources

The proposed Master Plan does not raise issues of consistency relative to Coastal Act or LCP policies which require scenic and visual qualities of coastal areas be considered and protected, that new development protect views to and along the ocean and scenic coastal areas, and that development be consistent with the character and quality of Santa Barbara. Development of the proposed Master Plan projects would involve improvements predominantly constructed at grade, in the case of airfield projects, and new buildings would be located in developed areas of the Airport adjacent to

existing structures. No grading or new buildings are proposed that would alter natural landforms. Areas proposed for new buildings or expansions are not located in the immediate vicinity of coastal resources and would not obscure ocean or coastal views or impact the visual quality of the coastal area. All new lighting and developed areas associated with the proposed Master Plan would remain on the airfield and other developed portions of the Airport. From off-site areas, such as adjacent streets, the property would continue to look like a developed airport with no noticeable change in its appearance. Therefore, the project may be found consistent with Coastal Act Section 30251 and LCP Policy E-1.

Cultural Resources

The proposed Master Plan projects may potentially result in impacts to archaeological or other culturally sensitive resources. Proposed development located in the northeast corner of the Airport, south of Hollister Avenue, would occur partially in areas designated in the City's *Master Archaeological Resource Assessment* (MARA) study as Low sensitivity for Native American Resources and an area proposed for development south of the Terminal is designated as Moderate sensitivity for Native American Resources.

Master Plan project work would generally be limited to excavation and grading to remove existing pavement and construction of new pavement and foundations in developed areas. However, trenching for utilities may require deeper subsurface disturbance and could potentially affect unknown cultural resources at the site. LCP Policy F-3 requires mitigation and monitoring of activities that could affect sensitive cultural or archaeological resources including the requirement for onsite monitoring by a qualified archaeologist or resource specialist and an appropriate Native American consultant of all ground disturbing activities. Compliance with Policy F-3, the City's MARA, and standard City conditions of approval would ensure protection of cultural resources (refer to Section 4.3.7).

Public Services

The project is consistent with Section 30254 of the Coastal Act and LCP Policy G-1 as adequate public services such as water, wastewater, traffic circulation, and parking would be available to meet the needs generated by the proposed project. Future landfill capacity is currently constrained in the region and the Airport would be required to comply with citywide measures to reduce its waste stream. However, in terms of its consistency with this section of the Coastal Act, the Airport is a basic service that is vital to the economic health of both the region and the nation.

Hazards

Almost the entire Airport is located within the 100-year floodplain. Base flood elevations have been determined for development of new buildings which would ensure potential flood hazards would be minimized. The only proposed projects within a mapped floodway would be the westernmost extension of Taxiway H, the removal of an existing maintenance yard, and the future relocation of historic buildings Nos. 248 and 249. As the Taxiway H Airfield Safety Project would consist only of an at-grade facility and does involve construction of structures, it is not expected to impede surface floodwater flows in the event of a 100-year flood.

The project site, and the region as a whole, is subject to seismic activity. Potential hazards related to seismic activity include: fault displacement and ground shaking (primarily from nearby historically active More Ranch fault), liquefaction, and tsunamis. Compliance with the City's Seismic/Safety and Conservation Elements and project-specific mitigation measures would ensure new development would be designed and constructed to minimize these risks.

An increase in emissions, including GHG emissions, would occur over the 20-year planning horizon of the Master Plan. However, the Airport has in place a *GHG Inventory and Carbon Footprint Reduction Plan* (City of Santa Barbara 2007). Sea level rise is a concern for much of coastal Santa Barbara and studies are underway to evaluate potential sea level rise scenarios at the Airport which will help to assess potential risks to airport facilities.

Result LU-4: **The proposed Master Plan would not conflict with any applicable LCP policy adopted for the purpose of avoiding or mitigating an impact to coastal resources. However, recommended projects, such as the proposed Taxiway H Airfield Safety Project, could result in inconsistencies with LCP policies related to Goleta Slough. See Section 4.6.7 for programmatic measures to be applied to future development projects occurring under the proposed Master Plan, and Section 4.2.7 for programmatic mitigation measures provided to ensure consistency with LCP policies for the protection of the Slough. Implementation of these measures would mitigate future potential impacts of the proposed Master Plan to coastal resources and ensure consistency with applicable LCP policies. Potential impacts of adoption of the proposed Master Plan would be Class II, Less than Significant Impact with Mitigation.**

General Plan Designation/Zoning Considerations/Goleta Slough Ecological Reserve

Impact LU-5: Most of the future actions discussed in the Master Plan would occur on portions of the Airport are designated as Airport in the City General Plan and zoned for airport-related activities (A-A-O or A-F) and would be consistent with

the underlying designation and zoning. Two exceptions, however, would be at the off-site parcels where the Airport is seeking aviation easements over Airport runway protection zones (RPZs).

The recommended northern RPZ easement would occur over a property within the City of Goleta that is designated as Business Park (City of Goleta 2008) and zoned for M-RP, Industrial Research Park and M-S-GOL, Service Industrial – Goleta. This property is currently developed with a light industrial building and a parking lot. Given that the building does not penetrate any Part 77 airspace surfaces, it would not need to be removed. The aviation easement, if obtained by the Airport, would prevent the property owner from making improvements to the property that would conflict with Airport safety objectives. These restrictions on the use of the property would not conflict with the specifications of the underlying zoning and land use designations.

On the south side of the Airport, the off-site RPZ would occur over a small parcel of land within Santa Barbara County designated as PU, Public Utility and REC, Recreation. The parcel is owned by Caltrans and developed as a State highway (State Route [SR] 217). Again, an aviation easement would prevent the property owner from making improvements to the property that would conflict with Airport safety objectives. These restrictions on the use of the property would not conflict with the specifications of the underlying zoning and land use designations.

Result LU-5: **No conflicts to the City of Goleta’s land use designations or zoning would occur from proposed aviation easements. Land use impacts of these easements would be Class III, Less than Significant Impact.**

Impact LU-6: A few of the airfield safety improvements discussed in the Master Plan, specifically the Taxiway H Airfield Safety Project and its associated actions, would occur in the G-S-R zone and would likely require a portion of the G-S-R/A-A-O zoning to be rezoned exclusively as A-A-O (refer to **Exhibit 4H**). The project would also require an amendment to the GSER boundary, an LCP amendment, and a General Plan amendment. It would be subject to a CDP and would be permitted as an incidental public service project only if there is no feasible less environmentally damaging alternative and if feasible mitigation measures have been provided to minimize adverse environmental effects (*Airport Zoning Ordinance*, section 29.25.030B). In addition, the CDFW is a Trustee Agency of resources in the GSER. Any changes to the GSER boundaries are, therefore, subject to the City’s Cooperative Agreement with the CDFW (dated August 25, 1987, as amended).

Result LU-6: **The proposed Taxiway H Airfield Safety Project and its associated actions could result in inconsistencies with the G-S-R zone and General Plan land use designation that protects the GSER. Amendments to planning documents**

and agreements would be necessary to establish policy consistency. Mitigation is, therefore, ~~proposed-identified~~ to ~~allow-provide~~ for the necessary General Plan and LCP amendments, rezone, and amendment to the City's Cooperative Agreement with CDFW. Assuming that the necessary CDPs, General Plan and LCP amendments, ~~and-rezones,~~ and Cooperative Agreement are approved, land use and planning impacts of recommended projects within the G-S-R zone (and associated General Plan land use designation) would be Class II, Less than Significant Impact with Mitigation since the projects would not "conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact." (Refer also to Section 4.2.7, BIO/mm-1 for programmatic mitigation measures provided to ensure consistency with LCP policies for the protection of the Slough.)

4.6.5 Regional (Cumulative) Impacts

Regional plans that are applicable to the Airport include the County APCD/SBCAG's 2010 and 2013 CAPs, RWQCB's Basin Plan, and SBCAG's *2040 Regional Transportation Plan and Sustainable Communities Strategy* (2013). Consistency with these plans is addressed in Sections 4.1.5, 4.5.5, and 4.7.5, respectively. No significant inconsistencies with these plans would occur since the proposed Master Plan is consistent with the City's General Plan and operates under an approved NPDES permit. In addition, as previously discussed in Section 4.2.5, other projects within the coastal area are subject to their own LCP policies and CDP processes, which address cumulative impacts and provide mitigation for sensitive coastal resources.

As discussed previously in Sections 2.5 and 4.6.2, SBCAG's existing ALUP is being updated in the form of an ALUCP, per the Caltrans Handbook. The proposed Master Plan, if approved, would be incorporated into the next ALUCP update, as necessary.

4.6.6 Comparative Impacts of Alternatives

No Project Alternative

Similar to the project as proposed, the No Project alternative would be consistent with all applicable plans and policies and would not involve any improvements that have the potential to impact established communities. However, the No Project alternative would not involve improvements within the GSER and, thus would not require a rezone or General Plan/LCP amendments. Mitigation for impacts to biological resources protected by the G-S-R zone and LCP would not be required. Therefore, this alternative has less potential to create land use impacts than the project as proposed.

Environmentally Superior Alternative

Similar to the project as proposed, the Environmentally Superior alternative would be consistent with all applicable plans and policies and would not involve any improvements that have the potential to impact established communities. Like the No Project alternative, however, the Environmentally Superior alternative would not involve improvements within the GSER and, thus would not require a rezone or General Plan/LCP amendments. Mitigation for impacts to biological resources protected by the G-S-R zone and LCP would not be required. Therefore, this alternative has less potential to create land use impacts than the project as proposed.

4.6.7 Mitigation Measures

Standard City mitigation measures may be required for specific construction or demolition projects recommended by the proposed Master Plan, as determined by project-specific environmental review. These measures would be implemented at the project level by the City to mitigate potential construction-related impacts on the surrounding neighborhoods. (Refer to Initial Study, Appendix A of the Draft Program EIR, Section 7, Noise.)

Sections 4.1.7, 4.2.7 and 4.5.7 of this ~~Recirculated~~ Program EIR list programmatic mitigation measures that would ensure consistency with applicable City and regional plans adopted for the purpose of avoiding or mitigating an environmental effect. These measures have been incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan.

Mitigation Measures for Land Use Impacts LU-4 and LU-6

The following programmatic measures have been incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan. Implementation of these measures would serve to avoid or mitigate future potential impacts of the proposed Master Plan to coastal resources and ensure consistency with applicable LCP policies and the G-S-R zone/General Plan land use designation for the GSER. Therefore, potential impacts of recommended projects within the proposed Master Plan would be Class II, Less than Significant Impact with Mitigation.

LU/mm-1: **A detailed project-specific impact analysis and mitigation program for the Taxiway H Airfield Safety Project, and associated analysis of the project's consistency with the G-S-R zone and the policies of the Airport's LCP and *California Coastal Act*, shall be conducted during the CDP and LCP amendment review process. The analysis shall specifically address project alternatives, mitigation, and/or additional LCP policy requirements necessary to ensure that any permitted impacts to wetland and sensitive habitat and associated buffers will be adequately minimized and mitigated to ensure long-term protection of Goleta Slough habitats and open space.**

LU/mm-2: A consistency review of the Taxiway H Airfield Safety Project with the Slough Management Plan shall be conducted during the project-specific CDP and/or LCP amendment review process, as applicable. Project-specific mitigation measures shall be identified and incorporated into the City's CDP, and/or LCP policies shall be identified and incorporated into Airport LCP, where determined necessary and feasible, to ensure project consistency with the Slough Management Plan. Required mitigation shall also be evaluated for consistency with the Slough Management Plan restoration goals.

LU/mm-3: The City of Santa Barbara ~~and the CDFW shall~~ undertake a process in coordination with the CDFW toward amending ~~amend~~ the Cooperative Agreement dated August 25, 1987 (as revised) for the maintenance and management of the Goleta Slough to accommodate the Taxiway H Airfield Safety Project and establish its consistency with the Cooperative Agreement. Amendments to be considered shall include an ~~to~~ adjustment of the boundaries of the GSER to exclude the Taxiway H Airfield Safety Project site, ~~and to include~~ inclusion of a site of similar habitat value at an area ratio of 1:1 (i.e., if Taxiway H and associated actions removes 11 acres from the GSER, 11 acres would be added to the GSER from available Airport property adjacent to the Slough). ~~This~~ Such a mutually-accepted exchange shall be in addition to required biological mitigation. The Cooperative Agreement amendment shall be presented to the California Fish and Game Commission for concurrence.

4.7 PUBLIC UTILITIES (SOLID WASTE DISPOSAL)

4.7.1 Environmental and Regulatory Setting

The closest landfill to the Airport is the Tajiguas Landfill, located at 14470 Calle Real, approximately 15 miles west of the Airport and owned and operated by the County of Santa Barbara. This landfill serves the South Coast and the Santa Ynez and New Cuyama Valleys and can process up to 1,500 tons of trash per day (County of Santa Barbara 2014). Waste is hauled via large transfer trucks to the landfill where it is covered daily. A County-owned and -operated South Coast Recycling and Transfer Station is located at 4430 Calle Real between Goleta and Santa Barbara and acts as a consolidation point for small loads of waste. The South Coast Recycling and Transfer facility is permitted to process up to 550 tons of waste per day disposal (City of Santa Barbara 2010).

Approximately 44 percent of the total annual tonnage disposed of at Tajiguas Landfill is generated within the City of Santa Barbara. It is estimated that Tajiguas Landfill will have sufficient capacity to accept waste until 2023, at which time new measures to accommodate waste, such as an additional in-County landfill or out-of-County disposal facilities will become necessary. The County has reviewed a variety of options for siting a new landfill in the North County and determined that an alternate approach to landfill disposal would be environmentally preferable.

One option under consideration is the construction of a waste-to-energy conversion facility at Tajiguas Landfill. In addition, Los Flores Integrated Waste Management Facility (IWMF), located just south of the City of Santa Maria, is currently under development. The City of Santa Maria has indicated that they would accept South Coast waste and, if permitted, Los Flores IWMF would possess adequate permitted capacity to handle the City of Santa Barbara's waste for more than 100 years (S. Kahn, personal communication, 2014). Per the *California Integrated Solid Waste Management Act* (A.B. 939), the Countywide Siting Element was amended to include Las Flores IWMF in 2011. Currently, the Las Flores IWMF has completed its CEQA process and received its permits from the California Integrated Waste Management Board and the RWQCB. The facility is scheduled to open by 2020 and will have a capacity of 108 million cubic yards (S. Kahn, personal communication, 2014).

There are no estimates available for the amount of solid waste generated at the Airport since each tenant is responsible for scheduling their own trash pick-up; however, since the Airport is owned by the City of Santa Barbara, its waste generation was included in the citywide estimates within the recent General Plan (*Plan Santa Barbara*) and Final General Plan EIR. The Airport is also served by recycling pick-up. Business and multi-unit residential recycling materials collected in dumpsters, roll-off boxes, and trash compactors are taken to the MarBorg Material Recovery Facility, located in the Airport Industrial Area (AIA).

Regulatory Setting

State

The *California Integrated Solid Waste Management Act* was enacted in 1989. This law requires that each municipality in the State divert at least fifty percent of its solid waste from landfill disposal through source reduction, recycling and composting by 2000. The City diverts approximately 66 percent of its solid waste and approximately 96 percent of construction waste that is recyclable from landfill disposal (City of Santa Barbara 2010).

Regional/Local

The *Countywide Integrated Waste Management Plan* (CIWMP) (1997) contains countywide goals and objectives for integrated waste management planning. The County of Santa Barbara, which operates the landfills, has developed impact significance thresholds related to the impacts of development on remaining landfill capacity (see Section 4.7.3 below). The County thresholds are based on the projected average solid waste generation for Santa Barbara County from 1990-2005. These thresholds are utilized by the City to analyze solid waste impacts.

The City has a Construction and Demolition Ordinance requirement to divert 75 percent of total construction waste.

4.7.2 Applicable Plans and Policies

The following policy of the City General Plan's Public Services and Safety Element is applicable to solid waste generation and disposal at the Airport.

PS8. Solid Waste Management Programs. Continue and expand City recycling programs for resource reduction, reuse, and recycling of solid waste.

4.7.3 Impact Evaluation Methodology and Significance Criteria

According to the City's CEQA significance criteria, a significant impact would occur if a project would create a "substantial increase in solid waste disposal to area sanitary landfills." The City uses the County's significance threshold of 196 tpy for project-specific impacts. This amount represents five percent of the expected average annual increase in solid waste generation [4,000 tpy]). However, source reduction, recycling, and composting can reduce a project's waste stream by as much as 50 percent. If a proposed project generates 196 tpy or more after reduction and recycling efforts, project-specific impacts would be considered significant and unavoidable.

Proposed projects with a project-specific impact as identified above (196 tpy or more) would also be considered cumulatively significant, since the project-specific threshold of significance is based on a cumulative growth scenario. Because landfill space in the County is already extremely limited, any increase in solid waste of one percent or more of the expected average annual increase in solid waste generation [4,000 tpy], which equates to 40 tpy, is considered an adverse significant cumulative impact.

Any construction, demolition or remodeling project of a commercial, industrial or residential development that is projected to create more than 350 tons of construction and demolition debris is also considered by the County to have a significant impact on solid waste generation. This 350-ton threshold for construction, demolition, or remodeling has not been formally adopted by the City; however, the City's Construction and Demolition Ordinance requires that each project divert 75 percent of its total construction waste.

4.7.4 Project-Specific Impacts

Operational Impacts

Impact SW-1: Using the methodology from the City's General Plan EIR, non-residential development in the City generates an average of approximately 0.89 tpy per 1,000 square feet (tsf) after recycling and diversion efforts. This is based on existing levels of non-residential development and the volumes of solid waste generated and disposed of by the City (includes a 70 percent reduction from recycling efforts).

An estimate of future solid waste generation from the Airport's proposed Master Plan is difficult to quantify at this time. The recommended redevelopment includes the removal of three buildings totaling 22,866 square feet (sf) in the intermediate-term planning horizon and another four buildings totaling 23,258 sf in the long-term planning horizon (**Table 4K**). It is assumed, for purposes of this analysis, that the square footage of any replacement development would be approximately the same as the buildings that are removed and no significant additional solid waste generation would occur. Similarly, the relocation of the maintenance yard and the Airport's administrative office would not result in significant amounts of new solid waste generation since these improvements would also be taking the place of existing land uses at the Airport that currently generate solid waste.

However, some of the Master Plan's recommended development would be planned by individual lessees, such as FBOs; the net change in building square footage for these areas is unknown at this time. In addition, a 16,190-sf expansion of the Terminal is planned over the course of the Master Plan planning horizon. These changes in land use could result in additional operational solid waste generation.

Long-term generation of solid waste would not occur from the various airfield safety projects, fence replacement, or aviation easements identified in the proposed Master Plan.

TABLE 4K
Buildings Proposed to be Removed
Santa Barbara Airport

Short Term (1-5 years)	Intermediate Term	(6-10 years)	Long Term	(11+ years)
Building No./Square Feet	Building No.	Square Feet	Building No.	Square Feet
NONE	121	12,012	303	6,240
	122	6,400	344	11,408
	271	4,454	304	3,960
			313	1,650
Total: 0		Total: 22,866		Total: 23,258

Source: Draft Final Santa Barbara Airport Master Plan, revised October 2014.

* Unoccupied; no solid waste is currently being generated. Buildings would not be replaced due to their location within the floodway.

Result SW-1: Future projects recommended by the proposed Master Plan are expected to be well below the City's 196-tpy project-specific threshold. For example, a 16,190-sf future expansion of the Terminal could generate an estimated additional 14.4 tpy of solid waste ($16,190 \text{ tsf} \times 0.89 = 14.4 \text{ tpy}$). To reach the 196-tpy threshold, an individual project would need to increase the net square footage on a particular parcel by almost 175,000 sf. Thus, project-

specific long-term (operational) impacts for solid waste disposal would be Class III, Less than Significant Impact.

Construction and/or Demolition Impacts

Impact SW-2: Construction or demolition waste generation would need to be calculated on a project-specific basis as part of each individual project's environmental review. Estimations should include both solid waste generation prior to any recycling or diversion and total short-term solid waste after implementation of the City's Construction and Demolition Ordinance requirement to divert 75 percent of total construction waste.

Any future projects that would generate 350 tons or more of construction and demolition debris are considered to have a potentially significant impact in the short term. According to the County's *Environmental Thresholds and Guidelines Manual* (2008), the following types of commercial/industrial projects are estimated to reach the County's thresholds of significance for construction or demolition debris:

- remodeling projects over 17,000 sf;
- demolition projects over 7,000 sf; and
- new construction projects over 28,000 sf.

As can be seen in **Table 4K**, there are at least three buildings planned to be removed that are over 7,000 sf in size. Additional buildings larger than 7,000 feet may also be removed depending on decisions made by future FBOs located in the new FBO lease parcels provided by the proposed Master Plan. Future construction within these lease parcels are not likely to be over the 28,000-sf threshold for new construction projects, but are not necessarily prohibited by the proposed Master Plan.

Result SW-2: **Given the amount of potential building demolition or construction that could occur under the proposed Master Plan, it is possible that some recommended projects could be above the County's threshold for demolition and construction debris. These demolition and construction impacts would be mitigated by compliance with State and City diversion requirements (see Section 4.7.7 below). Thus, the project's potential demolition and construction solid waste disposal impacts would be Class II, Less than Significant Impact with Mitigation.**

4.7.5 Regional (Cumulative) Impacts

Impact SW-3: If implementation of the proposed Master Plan accomplishes a net increase of approximately 45,000 sf of building space due to redevelopment at the Airport, operational solid waste generation above the City's cumulative threshold of 40 tpy could result. This may or may not actually occur depending on redevelopment within the future FBO lease parcels. However, *Plan Santa Barbara* assumed two million sf of new non-residential growth, including additional development at the Airport, within the City through the year 2030. This citywide growth would incrementally contribute to impacts associated with the limited remaining capacity of the Tajiguas Landfill, which is estimated to reach capacity by 2023. This potentially significant cumulative impact has already been identified in the Final General Plan EIR ~~(on which this EIR is tiered)~~. No additional cumulative impact to solid waste disposal would occur as a result of the proposed Master Plan.

Mitigation measures in the Final General Plan EIR direct the City to continue coordination with the County on a waste-to-energy facility and to further investigate other potential options for replacement landfill capacity at regional facilities. The Final General Plan EIR also includes measures to further reduce specified waste components associated with business practices, to expand organics and recycling programs, to create opportunities for additional materials reuse, and to protect recycling markets.

Result SW-3: **The proposed Master Plan could result in development that generates additional solid waste in excess of the City's cumulative threshold; however, this cumulative impact has already been addressed in the City's Final General Plan EIR. With continuing and proposed City policies and programs, including those in *Plan Santa Barbara*, potential cumulative impacts associated with waste disposal capacity due to the proposed Master Plan would be Class III, Less than Significant Impact.**

4.7.6 Comparative Impacts of Alternatives

No Project Alternative

Under the No Project alternative, existing land uses at the Airport would continue to generate solid waste at their present rates. Overall, the total amount of building space on the Airport (and associated solid waste generation) cannot be accurately compared to what may occur under the project as proposed since the proposed Master Plan allows for the FBO lease parcels to be developed by the individual lessees at a later date. Thus, the difference in net solid waste generation between the No Project alternative and the project as proposed in the long term cannot be determined.

Short-term solid waste generation from construction and/or demolition would be less since the only projects to occur under this alternative would be general maintenance projects.

Environmentally Superior Alternative

The Environmentally Superior alternative would generate operational solid waste at a similar rate as the project as proposed since the only projects that would not occur under this alternative are ones that would not generate solid waste. For example, the proposed Taxiway H extension and related actions are infrastructure projects that do not produce solid waste.

Construction solid waste under this alternative would be less than the project as proposed since the taxiway project would not be built.

4.7.7 Mitigation Measures

No additional mitigation is necessary for long-term or cumulative (operational) solid waste impacts by the project since growth anticipated at the Airport was considered in the City's General Plan and Final General Plan EIR. As a City-owned and operated facility, the Airport will comply with Policy PS8 of *Plan Santa Barbara* as well as any implementation actions undertaken by the City.

To ensure that no significant or cumulative impacts related to construction/demolition solid waste occur as a result of recommended projects, the following programmatic measure has been incorporated into the Mitigation Monitoring and Reporting Plan (Chapter Seven) for the proposed Master Plan. This measure would reduce potential construction/demolition solid waste impacts to a less than significant level.

SW/mm-1: **As a condition of approval, projects recommended by the proposed Master Plan must feasibly reduce, reuse, and recycle demolition and construction waste consistent with State and City diversion goals in place at the time.**

4.8 TRANSPORTATION/TRAFFIC

4.8.1 Environmental and Regulatory Setting

Exhibit 4L shows the street network surrounding the Airport and existing traffic volumes (based on traffic counts taken in April 2015 for this Program EIR work effort). The roadway segments studied within this Program EIR are listed below. Impacts to the regional circulation network, for example, US 101 and SR 217, have already been addressed as part of the City of Santa Barbara's Final General Plan EIR, which included moderate growth at the Airport and, thus, have not been re-evaluated in this Program EIR.

Hollister Avenue:

- East of eastbound (EB) SR 217;
- Between Kellogg Avenue and westbound (WB) SR 217;
- Between South Fairview Avenue and Kellogg Avenue;
- West of South Fairview Avenue;
- East of Los Carneros Way;
- Between South Los Carneros Road and Los Carneros Way;
- West of South Los Carneros Road.

South Fairview Avenue:

- North of Calle Real;
- Between Calle Real and US 101;
- Between US 101 and Hollister Avenue;
- Between Hollister Avenue and Airport access across from Matthews Street;
- Between Airport access across from Matthews Street and James Fowler Road.

James Fowler Road:

- Between South Fairview Avenue and Terminal access.

William Moffett Place:

- Between Terminal access and SR 217.

South Los Carneros Road:

- North of US 101;
- Between US 101 and Calle Koral;
- Between Calle Koral and Hollister Avenue;
- South of Hollister Avenue.

Los Carneros Way:

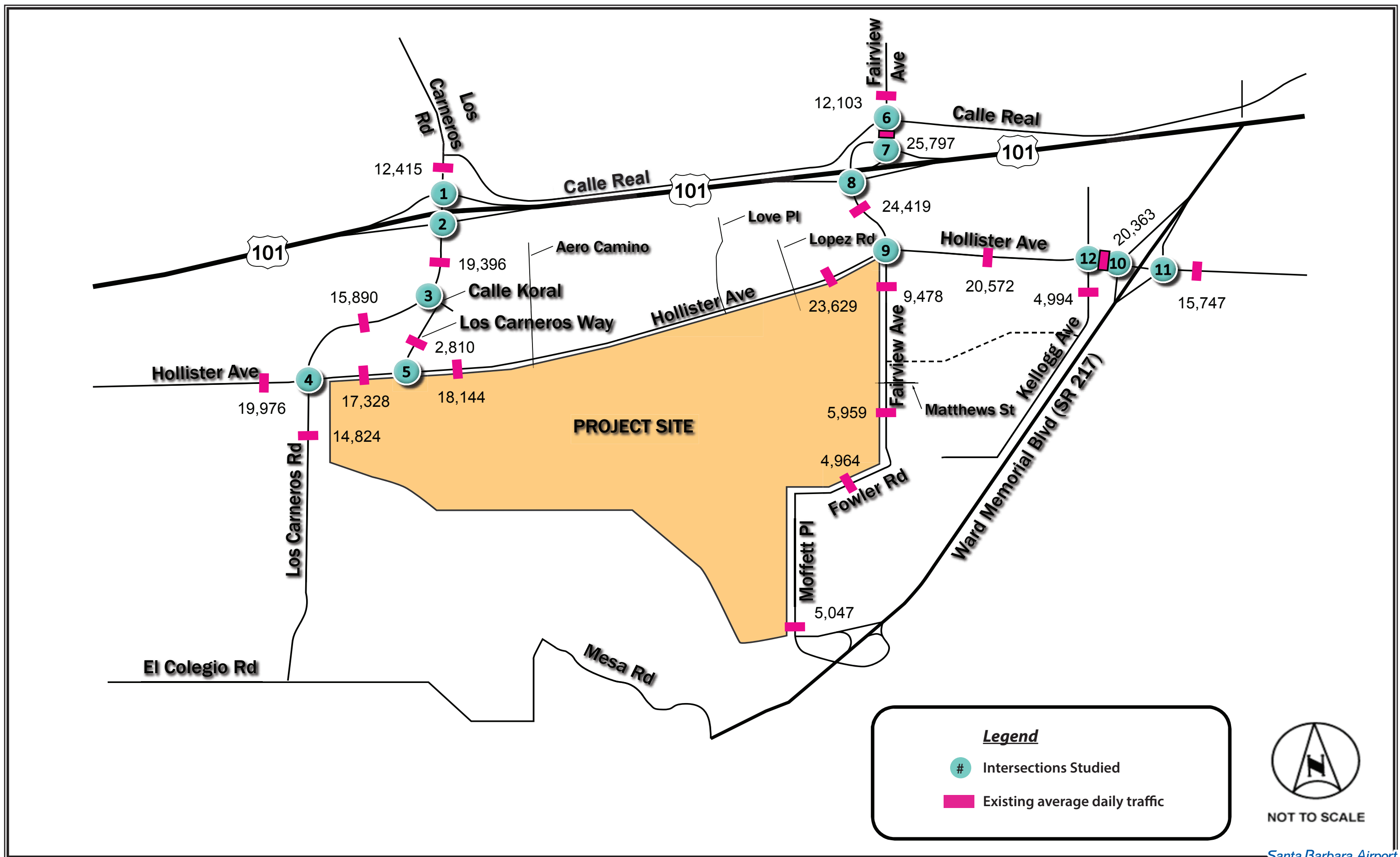
- Between Calle Koral and Hollister Avenue.

Kellogg Avenue:

- South of Hollister Avenue.

The following provides a description of the existing street system within the vicinity of the project area.

Hollister Avenue is a four-lane divided arterial roadway that forms the north boundary of the Master Plan area. Within the study area, Hollister Avenue has two travel lanes in each direction with a raised or painted center median and left turn pockets at side street intersections and driveways. Class II bike lanes are provided on both sides of the street. Hollister Avenue provides the primary east-west surface street route through the City of Goleta and is identified as part of SBCAG's *Congestion Management Plan* (CMP) network (SBCAG 2009). It is also listed as a Local Scenic Corridor on Figure 6-1 of the *Goleta General Plan/Coastal Land Use Plan* (City of Goleta



2009). Scenic views to be protected include views south across the Airport from Hollister Avenue at South Los Carneros Road and at South La Patera Lane.

South Fairview Avenue is a two- to four-lane divided arterial roadway that runs along the east side of the Airport. South of Hollister Avenue, South Fairview Avenue has one travel lane in each direction with a painted center median and left turn pockets at side street intersections and driveways. North of Hollister Avenue, South Fairview Avenue is a four-lane roadway connecting with US 101. Class II bike lanes are provided on both sides of the street. South Fairview Avenue is identified as part of the SBCAG CMP network (SBCAG 2009).

James Fowler Road turns into South Fairview Avenue at its eastern end. James Fowler Road provides direct access to the Terminal, short-term parking lot, and long-term parking Lot 1. James Fowler Road is classified as a minor arterial roadway and has one travel lane in each direction with left turn pockets at side street intersections and driveways. Class II bike lanes are provided on both sides of the street.

William Moffett Place turns into James Fowler Road at its northern end. William Moffett Place provides access to the Terminal passenger pick-up/drop-off area and rental car facility and connects SR 217 with the Airport. William Moffett Place is classified as a minor arterial and has one travel lane in each direction with left turn pockets at side street intersections and driveways. Class II bike lanes are provided on both sides of the street.

South Los Carneros Road is a two- to four-lane divided arterial roadway that runs along the west side of the Airport. South Los Carneros Road has two travel lanes in each direction with a raised center median and left turn pockets at side street intersections and driveways. Class II bike lanes are provided on both sides of the street. The South Los Carneros Road interchange with US 101 is north of Hollister Avenue. South Los Carneros Road is identified as a part of the SBCAG CMP network (SBCAG 2009).

Los Carneros Way is a two-lane divided collector roadway. Los Carneros Way has one lane in each direction with a raised center median and left turn pockets at side street intersections and driveways.

Kellogg Avenue is a two-lane undivided collector roadway providing access to several business and industrial land uses south of Hollister Avenue and to residential uses north of Hollister Avenue.

The following intersections were selected by Airport and City of Goleta planning staff for study within this [Program](#) EIR and are also shown on **Exhibit 4L**:

- South Los Carneros Road and US 101 northbound (NB) ramps;
- South Los Carneros Road and US 101 southbound (SB) ramps;
- South Los Carneros Road and Calle Koral;
- South Los Carneros Road and Hollister Avenue;
- Los Carneros Way and Hollister Avenue;

- South Fairview Avenue and Calle Real;
- US 101 NB ramps and South Fairview Avenue;
- South Fairview Avenue and US 101 SB ramps;
- South Fairview Avenue and Hollister Avenue;
- SR 217 WB ramp and Hollister Avenue;
- SR 217 EB ramp and Hollister Avenue; and
- Kellogg Avenue and Hollister Avenue.

All study intersections listed above are controlled by traffic signals. Existing (2015) intersection geometrics are shown on Figure 3-1 of the revised Traffic Impact Study included in ~~this the~~ Recirculated Draft Program EIR as Appendix C.

Tables 4L and 4M show the existing intersection levels of service (LOS)¹⁵ and average daily traffic (ADT) volumes on surrounding roadway segments. Existing AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak-hour turning movement counts were conducted at the intersections under study in April 2015. In addition, 24-hour roadway machine counts along the roadway segments were collected. This traffic volume data is included as an appendix to the Traffic Impact Study (Recirculated Draft Program EIR, Appendix C).¹⁶ Currently (as of April, 2015), all intersections and roadway segments studied in this Program EIR are operating at acceptable conditions (LOS C or better).

Transit

Neither the City of Santa Barbara nor the City of Goleta provides transit service. Rather, Santa Barbara Metropolitan Transportation District (MTD) provides fixed route bus service in southern Santa Barbara County, including the cities of Santa Barbara and Goleta and the community of Isla Vista. In fiscal year (FY) 2007, MTD provided about 7.5 million rides annually. This level of ridership normally represents the ridership of a region with ten times the population of MTD's service area (City of Santa Barbara 2011). There is one bus route that provides bus service to the Terminal and two other routes that pass through the study area. The description of the existing bus routes is described below and as shown on **Exhibit 4M**.

¹⁵ Level of service (LOS) is a measure of congestion on a transportation facility such as an intersection. LOS is represented by the letters A (best) through F (worst). "A" indicates free flow traffic and "F" indicates slow-speed stop-and-go conditions.

¹⁶ As a result of continuous construction projects at the US 101 interchange ramps within the study area, traffic counts could not be conducted without a major ramp closure. When the April 2015 counts were collected, the US 101 NB on-ramp at South Fairview Avenue was closed. To account for the missing on-ramp volumes, traffic volumes from the 2013 Marriott EIR (City of Goleta 2013) were referenced and added on top of existing volumes throughout the study area intersections and roadway segments.

TABLE 4L
Peak-Hour Intersection Level of Service Summary
Existing Conditions Near Santa Barbara Airport

	Intersection	Peak-hour	V/C Ratio ¹	Level of Service ¹
1	S. Los Carneros Rd & US 101 NB Ramp	AM PM	0.522 0.506	A A
2	S. Los Carneros Rd & US 101 SB Ramp	AM PM	0.540 0.513	A A
3	S. Los Carneros Rd & Calle Koral	AM PM	0.481 0.553	A A
4	S. Los Carneros Rd & Hollister Ave	AM PM	0.458 0.566	A A
5	Hollister Ave & Los Carneros Way	AM PM	0.287 0.425	A A
6	S. Fairview Ave & Calle Real	AM PM	0.617 0.747	B C
7	US 101 NB Ramps & S. Fairview Ave	AM PM	0.627 0.670	B B
8	S. Fairview Ave & US 101 SB Ramps	AM PM	0.489 0.552	A A
9	S. Fairview Ave & Hollister Ave	AM PM	0.575 0.661	A B
10	Hollister Ave & SR 217 WB	AM PM	0.537 0.573 0.662 0.739	A B C
11	Hollister Ave & SR 217 EB	AM PM	0.312 0.414 0.496 0.583	A A
12	Kellogg Ave & Hollister Ave	AM PM	0.502 0.706	A C

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Table 3-1).

V/C = volume to capacity ratio for the intersection based on the Intersection Capacity Utilization (ICU) method.

¹ Based on City of Goleta comments on the Draft [Program EIR](#), traffic was remodeled using Traffix software.

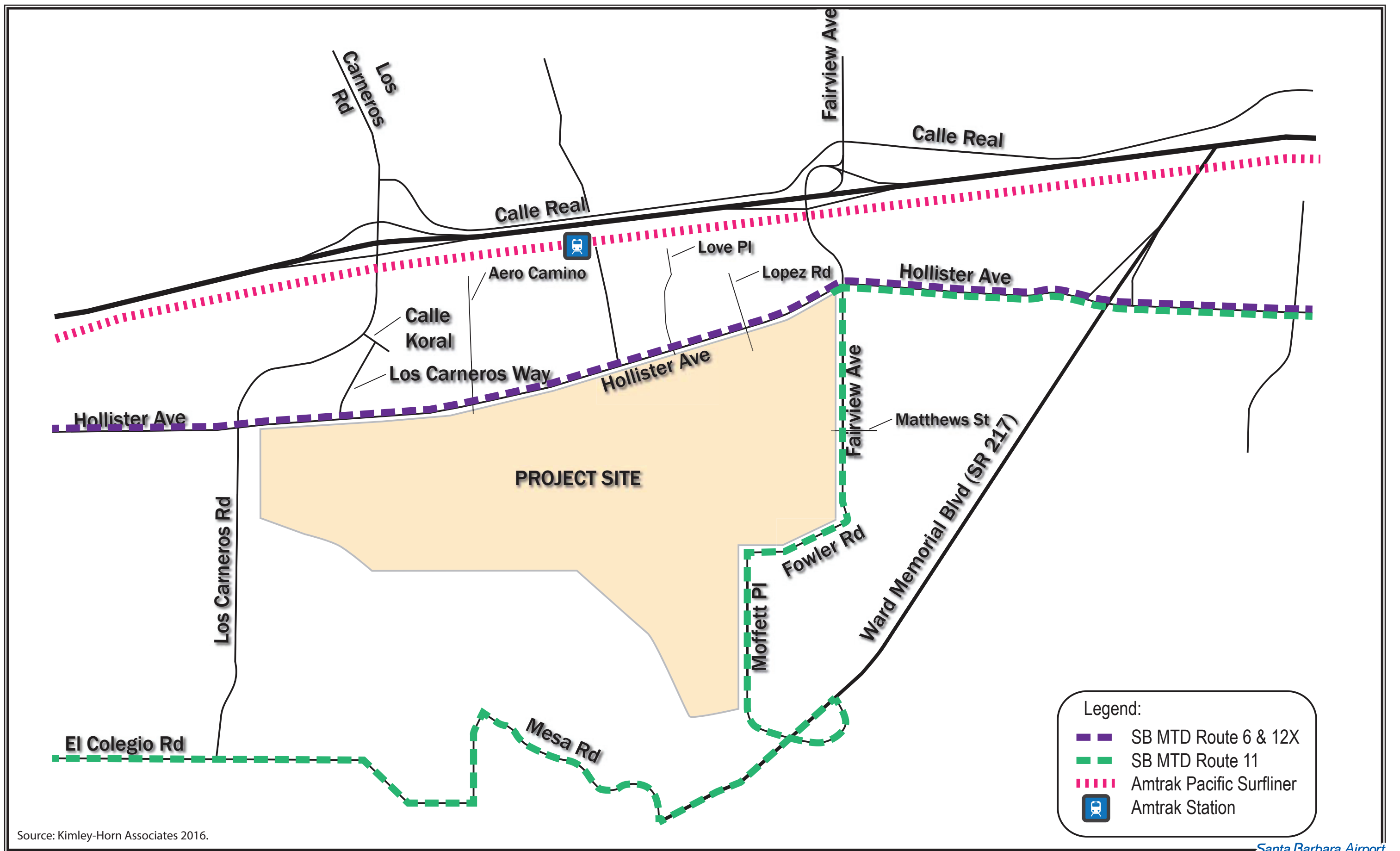
TABLE 4M
Roadway Segment Level of Service Summary
Existing Conditions Near Santa Barbara Airport

Roadway Segment	Roadway Classification ¹	LOS C Capacity	ADT ²	Exceeds LOS C?
S. Los Carneros Road				
North of US 101	2-Lane Major Arterial	14,300	12,415	No
between US 101 & Calle Koral	4-Lane Major Arterial	34,000	19,396	No
between Calle Koral & Hollister Ave	4-Lane Major Arterial	34,000	15,890	No
south of Hollister Ave	4-Lane Major Arterial	34,000	14,824	No
Los Carneros Way				
between Calle Koral & Hollister Ave	2-Lane Minor Arterial	12,500	2,810	No
Hollister Avenue				
west of S. Los Carneros Rd	4-Lane Major Arterial	34,000	19,976	No
between S. Los Carneros Rd & Los Carneros Way	4-Lane Major Arterial	34,000	17,328	No
east of Los Carneros Way	4-Lane Major Arterial	34,000	18,144	No
west of S. Fairview Ave	4-Lane Major Arterial	34,000	23,629	No
between S. Fairview Ave & Kellogg Ave	4-Lane Major Arterial	34,000	20,572	No
between Kellogg Ave & WB SR 217	4-Lane Major Arterial	34,000	20,363	No
east of EB SR 217	4-Lane Major Arterial	34,000	15,747	No
S. Fairview Avenue				
north of Calle Real	4-Lane Major Arterial	34,000	12,103	No
between Calle Real & US 101 NB Ramps	4-Lane Major Arterial	34,000	25,797	No
between US 101 & Hollister Ave	4-Lane Major Arterial	34,000	24,419	No
between Hollister Ave & Matthews St	2-Lane Major Arterial	14,300	9,478	No
between Matthews St & James Fowler Rd	2-Lane Major Arterial	14,300	5,959	No
James Fowler Road				
between Hollister Ave & Terminal access (east)	2-Lane Minor Arterial	12,500	4,964	No
William Moffett Place				
between Terminal access (south) & SR 217	2-Lane Minor Arterial	12,500	5,047	No
Kellogg Avenue				
south of Hollister Ave	2-Lane Minor Arterial	12,500	4,994	No

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Table 3-2).

¹ Street classifications are based on the Transportation Element of the *Goleta General Plan/Coastal Land Use Plan* (2006; updated 2009).

² Average daily traffic (ADT) volumes for the roadway segments were measured in April 2015 by Quality Counts, LLC.



Source: Kimley-Horn Associates 2016.

Santa Barbara Airport

Exhibit 4M

EXISTING TRANSIT NETWORK IN VICINITY OF AIRPORT

Route 6 – Goleta: Route 6 provides service between the transit center in downtown Santa Barbara and Goleta. The service travels along Hollister Avenue within the study area. This route provides daily service between 6 AM and 7 PM with headways of 30 minutes (20 minutes during peak periods).

Route 12X – Goleta Express: Route 12X provides express bus service between the transit center in downtown Santa Barbara and Goleta. The service travels along Hollister Avenue within the study area. This route provides weekday service between 6 AM to 7 PM and weekend service between 8 AM and 5:40 PM. Weekday headways are one hour and 30 minutes during peak periods. Saturday headways are one hour and 30 minutes during the midday while Sunday service operates hourly.

There are also several regional express bus services that provide commuter-oriented service between the Santa Barbara area and surrounding communities in north Santa Barbara County and Ventura County. The most heavily utilized are the Clean Air Express and the VISTA Coastal Express. The Clean Air Express operates commuter bus service from Santa Maria and Lompoc to Goleta and Santa Barbara. The VISTA Coastal Express operates between Oxnard, Ventura, Carpinteria, and the Santa Barbara area.

Other regional transit options include Santa Barbara Airbus; Central Coast Shuttle; Easy Lift Transportation, a para-transit service; and SMOOTH (Santa Maria Organization of Transportation Helpers) (SBCAG 2014). The Santa Barbara Airbus and Central Coast Shuttle provide shuttle service from the Santa Barbara Airport to Los Angeles International Airport (LAX).

Intra-city rail service is provided by the Amtrak Pacific Surfliner to the Goleta Amtrak station. The Amtrak station is located just south of US 101 at South La Patera Lane. Ten daily trains (five northbound and five southbound) serve Goleta and points south, including Los Angeles and San Diego. Four trains (two northbound and two southbound) serve points north, including Grover Beach and San Luis Obispo. Taxicabs provide connections between Goleta Amtrak Station and the Terminal.

Regulatory Setting

Caltrans is responsible for regulating transportation within the State and oversees all State-funded highway improvement projects. In this role, Caltrans allocates the various funding revenues for transportation projects according to Statewide and regional priorities. Caltrans is responsible for the planning, designing, building, operating, and maintaining of the State Highway System. It also has a division for aeronautics.

In 2013, S.B. 743 was signed into State law requiring that the Governor's Office of Planning and Research (OPR) develop a new approach to analyzing traffic impacts as part of the CEQA process. The revised approach is anticipated to eliminate the use of auto delay, LOS, and other vehicle capacity measurements in favor of using vehicle miles traveled (VMT) as a replacement measure. In response to S.B. 743, the OPR has released drafts of preliminary discussions regarding changes

to the transportation aspect of CEQA. New analysis requirements have not yet been finalized, as of June 2016.

At the regional or county level, SBCAG is responsible for addressing regional and multi-jurisdictional impacts to the State highway system and for long range, region-wide, transportation planning. With the passage of S.B. 375, SBCAG is required to incorporate into its Regional Transportation Plan (RTP), a Sustainable Communities Strategy to identify areas within the region that are sufficient to house the entire forecasted population of the region and to meet regional housing needs for the eight-year period from 2014 to 2022. If feasible, the forecasted development pattern for the region, when integrated with the transportation network and policies, must reduce greenhouse gas emissions from passenger vehicles to achieve State-approved targets as well as the region's own goals. Thus, the RTP has now integrated an analysis of population growth, land use, and housing need into the long-range transportation planning process.

Local transportation planning and permitting is under the jurisdiction of the Public Works Departments of the cities of Santa Barbara and Goleta and the County of Santa Barbara.

4.8.2 Applicable Plans and Policies

Regional

SBCAG has prepared two separate planning documents to address overall transportation issues within Santa Barbara County: the *2009 Santa Barbara County Congestion Management Program* (CMP) (SBCAG 2009) and the *2040 Regional Transportation Plan and Sustainable Communities Strategy* (RTP-SCS) (SBCAG 2013). In addition, SBCAG has prepared a draft Regional Bicycle Plan (2008), a Transit Needs Assessment (2013), and a Park and Ride Study (2014).

The CMP is a comprehensive program designed to reduce auto-related congestion through capital improvements, travel demand management (TDM), and coordinated land use planning among all jurisdictions. It was last updated in June 2009. Since State law requires the CMP to be consistent with the programs and projects contained in the County's RTP (California Government Code §65089.2[a]), a new update of the CMP will be forthcoming to address the recently adopted 2040 RTP-SCS. CMP network facilities located within the Airport study area include US 101, SR 217, South Fairview Avenue, Hollister Avenue, Calle Real, South Los Carneros Road, and Storke Road (Map 2.6, Goleta Valley CMP Network).

Santa Barbara County's CMP requires local agencies to maintain their regionally significant transportation facilities at LOS D, and if they cannot, to develop a deficiency plan that includes actions to improve circulation and air quality. Local agencies may choose to mitigate through capital improvement or approved system-wide strategies. Agencies that do not meet SBCAG's CMP standards risk losing certain portions of new gas tax revenues (SBCAG 2013).

The 2040 RTP-SCS plans how Santa Barbara County should meet its transportation needs for the 30-year period from 2010 to 2040 and considers existing and projected future land use patterns

as well as forecast population and job growth. However, local land use jurisdictions are not required to incorporate its strategies into their individual General Plans; implementation of the RTP-SCS is dependent on local government policy decisions and voluntary local government action. The RTP-SCS is also dependent on the availability of adequate funding.

The RTP-SCS incorporates already adopted plans and planning studies, including, but not limited to: *Plan Santa Barbara*; *Goleta General Plan/Coastal Land Use Plan*; *Isla Vista Master Plan*; and the *UCSB 2025 Long-Range Development Plan*. Local plan updates currently in process, such as the County's *Eastern Goleta Valley Community Plan*, were also considered.

Local

According to the City of Santa Barbara Final General Plan EIR, the central transportation issue facing the City is how to accommodate incremental growth while minimizing or avoiding substantial increases in congestion at freeway interchanges and major City roads. A transportation model specifically tailored for the City showed that future development generates the least amount of increased traffic if located within the downtown core and along major transit corridors north of US 101. This is due to the compact mix of land uses, a street design that supports all types of users, and the accessibility of the downtown commercial district within this area and from other areas via transit.

The traffic model also demonstrated that eliminating growth in the City altogether would not eliminate increases in traffic congestion as the trend of less people living and working in the City continues. The analysis showed that if people continue to relocate outside the City and drive to work via US 101, traffic at the freeway interchanges will increase. The most effective measure to combat traffic congestion is to aggressively support TDM strategies. The primary reason why TDM was found to be more effective than land use growth restrictions is because TDM strategies were shown to affect a percentage of all existing and future trips, rather than just eliminating the incremental amount of trips caused by future development projects (City of Santa Barbara 2011).

Since traffic related to the Airport uses a local circulation system located within the boundaries of the City of Goleta, transportation policies of the City of Goleta are the most germane to this policy discussion. The City of Goleta's Transportation Element (Chapter 7.0 of its General Plan/Coastal Land Use Plan) contains the following policies and objectives:

Policy TE 1: Integrated Multi-Modal Transportation System: To create and maintain a balanced and integrated transportation system to support the mobility needs of Goleta's residents and workforce, with choice of bus transit, bicycle, and pedestrian as well as private automobile modes. To reduce the percentage of peak-hour person-trips that are made by automobile and provide the facilities that will enable diversion of trips from automobiles to other modes. To develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special-needs populations, and activities in the community.

Policy TE 2: Transportation Demand Management: To attempt to influence individual travel behavior, particularly by workers at larger scale employers, to lower future increases in peak-hour commute trips and other trips by persons in single-occupant vehicles.

Policy TE 3: Streets and Highways Plan and Standards: To provide a street network, including appropriate provisions for bicycles and pedestrians, that is adequate to support the mobility needs of city residents and businesses.

Policy TE 4: Target Level of Service Standards: To maintain an adequate LOS on the city street system, including at intersections, to provide for the mobility needs of the community. To avoid further degradation of service levels at intersections where existing service levels do not meet target standards.

Policy TE 5: Planned Street and Road Improvements: To identify and describe the major future improvements to the street and highway system that will be needed to accommodate the forecasted future traffic volumes, based upon the Land Use Plan, at acceptable levels of service.

Policy TE 6: Street Design and Streetscape Character: To ensure that the standards used for the design and development of new roadways and improvements to existing roadways reflect and support the character of adjacent development. To create streetscapes that will enhance neighborhood quality.

Policy TE 7: Public Transit (Bus Transportation): To support the efforts by MTD and other transit providers to sustain and expand the bus transit system to serve the needs of local and regional commuters, the transit-dependent population, and other users in a convenient, reliable, and efficient manner. To increase bus ridership levels in order to reduce peak-period automobile trips on area roadways.

Policy TE 8: Rail Transportation: To accommodate commuter-oriented rail passenger service along the UPRR (Union Pacific Railroad) corridor that would serve employment centers in Goleta and UCSB, in the event that the region determines to pursue this option to accommodate long-distance work trips between Ventura County and Goleta.

Policy TE 9: Parking: To ensure that an adequate amount of parking is provided to accommodate the needs of existing, new, and expanded development, with convenient accessibility and attention to good design. To assure that on- and off-street parking is responsive to the varying and unique needs of individual commercial areas and residential neighborhoods.

Policy TE 10: Pedestrian Circulation: To encourage increased walking for recreational and other purposes by developing an interconnected, safe, convenient, and visually attractive pedestrian circulation system.

Policy TE 11: Bikeways Plan: To encourage increased bicycle use for commuting and recreational purposes by developing an interconnected circulation system for bicycles that is safe, convenient, and within a visually attractive environment.

Policy TE 12: Transportation Systems Management: To establish operational controls that will manage the street network in a manner that will efficiently and safely utilize the existing limited capacity consistent with protection of the surrounding neighborhood.

Policy TE 13: Mitigating Traffic Impacts of Development: To ensure that new development is supported by adequate capacities in transportation systems, including city streets and roads, without reducing the quality of services to existing residents, commuters, and other users of the city street system.

Policy TE 14: Financing Transportation Improvements: To ensure that there is adequate funding for construction of transportation facilities that are needed to support new development and address existing deficiencies to achieve the targeted level of service.

Policy TE 15: Regional Transportation: Participate in developing regional transportation solutions to expand choices for local citizens, make the highway system more efficient, improve regional bus service, consider potential commuter rail service, and create an interconnected system of bicycle routes and trails.

Sections 30252 and 30254 of the Coastal Act are also adopted as part of the Goleta Transportation Element for those areas of the City that fall within the Coastal Zone. Policies TE 1, 3, 5, 7, and 9 contain strategies to implement these sections of the *California Coastal Act*, which relate to maintaining public access to the coast and ensuring that public services to coastal-dependent land uses are not precluded by other development.

4.8.3 Impact Evaluation Methodology and Significance Criteria

As part of the [Program](#) EIR, a Traffic Impact Study was prepared to determine and evaluate the potential traffic impacts associated with the Airport redevelopment presented in the proposed Master Plan. Detailed analysis and associated backup information are included in the resultant technical report, which is included in ~~this the~~ Recirculated [Draft Program](#) EIR as Appendix C.

Impact Evaluation Methodology

The study area for an evaluation of traffic impacts was defined based on likely access patterns for the Airport. Based on this definition, the intersections and roadway segments listed in Section 4.8.1 were identified for evaluation. The analysis process included determining the AM and PM peak-hour operations at the study intersections as well as daily operations along the roadway segments for the existing condition (2015) as well as for future year scenarios (Year 2022 and 2032) with and without the proposed project. Adopted significance thresholds were then used to determine if the project might have significant traffic impacts.

Existing Airport ADT and peak-hour trip generation are based on traffic counts collected in April 2015. The Airport's trip generation includes traffic to/from the Terminal, the onsite rental car center, and adjacent short-term and long-term parking lots. To account for a projected increase in airline activity, trip generation rates were increased based on the projected enplanement information provided in the Master Plan forecasts. The resulting trip generation for the 2022 and 2032 traffic conditions is shown in **Table 4N** and is part of the baseline future traffic conditions for the area.

TABLE 4N
Airport Trip Generation
Santa Barbara Airport (2015 – 2032)

Year	Enplane-ments ¹	ADT	AM Total	AM in	AM out	PM Total	PM in	PM out
Existing Conditions:								
2015 ²	300,000	5,421	386	192	194	291	145	146
Intermediate:								
2022	503,400	9,096	648	322	326	488	243	245
+/- ³		3,675	262	130	132	197	98	99
Long Term:								
2032	657,000	11,872	845	420	425	637	317	320
+/- ³		6,451	459	228	231	346	172	174

Source: Kimley-Horn Associates 2016.

¹ Future enplanement forecasts taken from Master Plan (Exhibit 2M)

² 2015 enplanements based on 2014 volumes and 2015 enplanement trends provided by Santa Barbara Airport; 2015 trip generation based on counts conducted in April 2015.

³ Change in traffic from baseline condition (2015).

Trip generation for the FBO located south of the Terminal (Atlantic Aviation) is also based on traffic counts collected in April 2015 that were increased by the forecast general aviation operations growth provided in the Master Plan to identify baseline future traffic conditions for the study area. The resulting trip generation for relocated general aviation operations (i.e., Atlantic Aviation) for the intermediate- and long-term traffic conditions is shown in **Table 4P**.

The distribution of the trips represented in **Tables 4N** and **4P** are based on proposed access locations, freeway access, and the roadway network within the study area. The revised Traffic Impact Study shows the projected trip distribution and trip assignments that were used in the traffic impact analysis ([Recirculated Draft Program EIR](#), Appendix C, Figures 4-1 through 4-6).

Airport-related traffic on the north side of the Airport (including an additional FBO) is part of the existing traffic counts on Hollister Avenue and other streets in the study area. Future Master Plan implementation years 2022 and 2032 peak-hour volumes at the study intersections and ADT volumes on the study roadway segments were estimated based on the 2035 City of Goleta PM peak-hour travel demand model provided by Kittelson & Associates on behalf of the City of Goleta. The 2035 traffic demand model output is included in an appendix to the revised Traffic Impact Study. ADT along the roadway segments was estimated by increasing 2035 PM peak-

hour volumes based on the percentage of existing daily traffic during the associated peak-hour. The resulting 2035 ADT volumes were then interpolated with the 2015 volumes to estimate 2022 and 2032 volumes.

TABLE 4P
Atlantic Aviation Peak-Hour Trip Generation
Santa Barbara Airport (2015 – 2032)

Year	General Aviation Operations ¹	ADT	AM Total ²	AM in ²	AM out ²	PM Total ²	PM in ²	PM out ²
Existing Conditions:								
2015	82,904 ³	676	51	29	22	49	25	24
Intermediate:								
2022	89,600	731	55	31	24	53	27	26
+/- ⁴		55	4	2	2	4	2	2
Long Term:								
2032	99,900	815	61	35	26	59	30	29
+/- ⁴		139	10	6	4	10	5	5

Source: Kimley-Horn Associates 2016.

¹ Future GA operations taken from forecasts presented in Master Plan (Exhibit 2M).

² 2015 trip generation based on counts conducted in April 2015.

³ 2015 general aviation operations (Atlantic Aviation) were attained via linear interpolation between 2011 and 2017 data from the Master Plan.

⁴ Change in peak-hour trips from baseline condition (2015).

To estimate 2022 and 2032 turning movement volumes at the study intersections, the projected change from the Goleta model's baseline peak-hour travel demand plots to the 2035 peak-hour travel demand plots were added to the existing (2015) counts to estimate intersection turning movement values. The projected change in traffic volumes between baseline and future year conditions were added to the inflows and outflows of existing traffic counts. Each respective intersection movement was then derived using an iterative approach that balanced the inflows and outflows for each approach. An Excel model was then used to compute the forecast turning volumes. Copies of the Excel calculation worksheets are included in an appendix to the revised Traffic Impact Study ([Recirculated Draft Program EIR](#), Appendix C). Year 2022 baseline condition peak-hour volumes at the study intersections and ADT volumes on the study roadway segments were then determined by adding the reasonably expected cumulative project volumes. (Reasonably expected cumulative project volumes for the 2032 conditions are included within Goleta's travel demand model and, thus, were not double counted by this [Program](#) EIR study.)

To analyze the operations of the signalized intersections, the Traffix traffic analysis software package was used using *Highway Capacity Manual (HCM)* 2000 methodology; roundabouts proposed by the City of Goleta at South Fairview Avenue/SR 217 were measured and quantified using Sidra Intersection 6 analysis software with the Sidra capacity model and HCM 2010 traffic signal delay parameters. LOS for signalized intersections was calculated utilizing the Intersection Capacity Utilization (ICU) method. The ICU method establishes a system whereby highway facilities are rated based on how an intersection is functioning and how much extra capacity is

available to handle traffic fluctuations and incidents. Letters A to F are assigned to the intersection based on the cities of Goleta and Santa Barbara General Plan thresholds.¹⁷

Significance Thresholds

The City of Goleta has adopted the following threshold standards to determine the significance of project impacts to intersections and roadway segments. The City of Goleta traffic impact thresholds include the following criteria:

- A) The project will result in a significant traffic impact when the addition of project traffic increases the V/C ratio at an intersection by the values provided below:

Intersection LOS (including project)	Increase in V/C or Trips Greater Than:
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 trips
LOS E	10 trips
LOS F	5 trips

- B) The project's access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- C) The project would add traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, and inadequate pavement structure) that would become a potential safety problem with the addition of project traffic. Exceedance of a roadway's designated Circulation Element Capacity (see **Table 4Q**) may indicate the potential for the occurrence of the above impacts.
- D) Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. "Substantial" is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90, and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

For cumulative impacts, it is assumed that a proposed project would contribute substantially to a cumulative impact when the addition of project-related traffic increases V/C by the minimum threshold value (Item D above) when the intersection is within the listed V/C ranges.

¹⁷ As previously mentioned, revised methodology per S.B. 743 is not yet available.

TABLE 4Q
Roadway Classifications and LOS Thresholds

Functional Street Classification	ADT Design Capacity	LOS C ADT Threshold ¹
Major Arterial		
2 Lanes	17,900	14,300
4 Lanes	42,480	34,000
4+ Lanes	58,750	47,000
Minor Arterial		
2 Lanes	15,700	12,500
4 Lanes	37,680	30,100
Collector Streets		
2 Lanes	11,600	9,280
Local Streets		
2 Lanes	9,100	7,280

Source: City of Goleta 2006.

¹ For impacts on the study area roadway segments, the City of Goleta has established roadway classifications and LOS thresholds. The minimum standard is LOS C; segments operating at LOS D, E, or F are considered deficient.

The Santa Barbara City Council thresholds adopted as part of its 2013 *Traffic Management Strategy* were also considered as a secondary set of significance thresholds in the revised Traffic Impact Study (see Section 2.4 of [Recirculated Draft Program EIR](#), Appendix C) although none of the study intersections are located within the City of Santa Barbara's jurisdiction. The City of Santa Barbara considers any trips through an intersection operating at a V/C of 0.77 or greater to be [contributing to](#) a significant cumulative impact.

4.8.4 Project-Specific Impacts

Based on the Master Plan development concept, the relocation of FBO facilities located south of the Terminal and the construction and consolidation of Terminal parking lots were identified as having the potential to impact traffic distribution within the study area in the intermediate- (2022) and long-term (2032) Master Plan implementation scenarios. These potential impacts are discussed in Section 4.8.5 as part of the cumulative impact discussion.

Impact T-1: In the first five years of implementation, the Master Plan recommends improvements to the Airport's airside facilities, land acquisition for runway protection zones, and other maintenance and safety improvements that would not affect external traffic volumes. Therefore, traffic in the short term (2017) would not be affected by the proposed project.

No changes or impacts would occur to the availability of public transit, bicycle lanes, or the implementation of City of Goleta TMD policies. In addition, implementation of the Master Plan will not cause CMP intersections to operate

below a LOS D and is consistent with the City of Santa Barbara General Plan, which has been incorporated into the RTP-SCS.

Result T-1: **Project-specific traffic and circulation policy impacts of implementation of the proposed Master Plan in the short term are Class III, Less than Significant Impact.**

4.8.5 Regional (Cumulative) Impacts

Cumulative projects for the traffic analysis in the intermediate and long term were based on a cumulative project lists provided by the cities of Goleta and Santa Barbara (March 2016). These projects are included in Goleta's 2035 traffic demand model of future cumulative conditions. Projected growth in airport traffic due to future enplanements is also included in the future cumulative scenarios provided by Goleta's traffic demand model. To determine the appropriate cumulative traffic scenarios for the Master Plan implementation years of 2022 and 2032, specific Master Plan projects, other cumulative projects, and overall Airport growth have been incorporated into the intermediate- or long-term analyses, as appropriate, based on the anticipated year of completion. **Table 4R** shows the ADT and peak-hour trips associated with each cumulative project and the Master Plan scenario in which they were evaluated.

Intermediate-Term (2022) Impacts

As a result of implementation of the proposed Master Plan, by 2022, trips associated with Atlantic Aviation, which is currently located south of the Terminal, would be redistributed from the south part of the Airport to the north part of the Airport. Overall Airport growth is not dependent upon implementation of the proposed Master Plan and is evaluated as a project-related cumulative impact only to the extent that such traffic might be redistributed onto the street system in a different manner than the Goleta traffic demand model assumed due to implementation of the Master Plan.

Future baseline conditions for 2022 without the proposed project have been established to provide a method of determining the project-related cumulative impacts. There are 14 other development projects proposed within the study area that have been included in the 2022 baseline scenario for the intermediate term (see **Table 4R**). These projects, along with overall Airport projected growth, have been used to determine the 2022 future baseline conditions.

TABLE 4R
Cumulative Project Trip Generation
Santa Barbara Airport Environs (2022 & 2032)

Land Use	ADT	AM Peak-Hour			PM Peak-Hour		
		Total	In	Out	Total	In	Out
Intermediate Term (2022):							
Goleta Valley Cottage Hospital (GVCH) (10.8 tsf)	350	22	18	4	34	9	25
Village at Los Carneros (465 du)	2,999	230	46	184	280	182	98
Harvest Hill Ranch (6 du)	56	4	1	3	6	4	2
Investec (111.1 tsf self-storage)	396	33	26	7	36	9	27
Pacific Beverages (warehousing) (97.0 tsf)	345	29	23	6	31	8	23
Direct Relief International (office/warehousing) (158.2 tsf)	789	89	76	13	90	17	73
Airport Industrial Project (light industrial/retail) (50 tsf)	1,469	205	117	88	104	35	69
Chrysler Auto Dealership (49.3 tsf)	1,593	95	70	25	129	50	79
Fairview Commercial Center (retail/office) (17.0 tsf) (residential) (2 du)	428	64	34	30	31	12	19
Islamic Society of Santa Barbara (6.2 tsf)	50	3	2	1	3	1	2
Schwann Self Storage (111.7 tsf self-storage)	398	34	26	8	36	9	27
Marriott Residence Inn (118 rooms)	925	63	39	24	67	35	32
Somera Medical Office (20.0 tsf)	650	41	33	8	62	17	45
Old Town Village (residential) (175 du)	987	75	13	62	88	59	29
Intermediate Term Total:	11,435	987	524	463	997	447	550
Long Term (2032):							
Old Town Industrial Center (light industrial) (191.9 tsf)	1,330	176	155	21	185	22	163
Heritage Springs (apartments) (360 du)	1,917	130	29	101	158	101	57
Long Term Total:	3,247	306	184	122	343	123	220

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Tables 5-1 and 6-1).

ADT = average daily traffic
tsf = thousand square feet
du = dwelling unit

In addition, by 2022, the distribution of traffic in proximity to the Airport may be affected by the completion of the following roadway construction projects:

- Ekwill Street extension
- SR 217/Hollister Avenue intersection improvements (roundabouts)

The Ekwill Road Extension project would construct an Ekwill Street extension across Old Town Goleta from Kellogg Avenue to South Fairview Avenue. The project would improve east-west circulation and relieve congestion within the Old Town Goleta area. An extension from Fowler Road was also planned, but is no longer likely due to need to locate the proposed road extension within the Airport's RPZ.

The SR 217 and Hollister Avenue Intersection Improvements would convert the SR 217 and Hollister Avenue intersections to roundabouts. The multilane roundabouts are currently in the design phase.

The resultant traffic volumes for the future baseline traffic conditions and the future conditions with implementation of the Master Plan for the intermediate term (2022) are shown in [Recirculated Draft Program EIR](#), Appendix C, Figures 5-1 and 5-2 respectively.

Impact T-2:

The intersection LOS for the 2022 cumulative planning horizon, with and without the proposed Master Plan, is shown in **Table 4S**. Based on the analysis and cumulative trip generation and distribution provided in the traffic study, most of the intersections within the study area would operate at LOS C or better during all peak periods under the intermediate-term (2022) scenario. However, one intersection, listed below, would experience LOS below LOS C during the PM peak hour:

- Kellogg Avenue & Hollister Avenue: **LOS D** (PM peak-hour with or without project)

Implementation of the Master Plan is anticipated to contribute 14 PM peak-hour trips through the intersection in 2022.

All roadway segments analyzed would operate at LOS C or better.

No changes or impacts would occur to the availability of public transit, bicycle lanes, or the implementation of City of Goleta TMD. In addition, implementation of the Master Plan will not cause CMP intersections to operate below a LOS D and is consistent with the City of Santa Barbara General Plan, which has been incorporated into the RTP-SCS.

Result T-2:

Proposed Master Plan projects, specifically the relocation of Aviation Atlantic FBO from south of the commercial passenger terminal to the north side of the Airport, would contribute to cumulative impacts at the intersection of Kellogg Avenue and Hollister Avenue during the PM peak-hour conditions in the intermediate term (2022).~~The intersection of Kellogg Avenue and Hollister Avenue would experience a significant cumulative impact during the PM peak-hour conditions in the intermediate term (2022) due to proposed Master Plan projects, specifically the relocation of Aviation Atlantic FBO from south of the commercial passenger terminal to the north side of the Airport.~~ The project is anticipated to contribute 14 PM peak-hour trips through the intersection in 2022. This does not meet the City of Goleta's cumulative thresholds of significance.

Based on the City of Santa Barbara's significance thresholds, however, **proposed projects' contribution to cumulative** impacts to the Kellogg Avenue

and Hollister Avenue intersection are Class I, Significant Environmental Impact at this time (i.e., the City of Santa Barbara considers any trips through an intersection that would experience a V/C ratio of 0.77 or greater as ~~a significant~~ contributing to a cumulative impact). Although the revised Traffic Impact Study includes mitigation that would improve the intersection LOS from LOS D to LOS B in the PM peak-hour, the street improvement is not within the control of the Airport or the City of Santa Barbara. If the recommended street improvements are undertaken, the Airport will contribute its fair-share cost allocation of the proposed improvements (based on City of Goleta traffic impact mitigation fees). If this occurs, this impact would be fully mitigated.

TABLE 4S
Intermediate-Term (2022) Peak-Hour Intersection Levels of Service
Santa Barbara Airport Environs

Intersection		Peak Hour	Baseline		Baseline with Project		Significant Cumulative Impact?		
			V/C	LOS	V/C	LOS	Change in V/C	Santa Barbara	Goleta
1	S. Los Carneros Rd & US 101 NB Ramp	AM PM	0.621 0.603	B B	0.621 0.603	B B	0.000 0.000	No No	No No
2	S. Los Carneros Rd & US 101 SB Ramp	AM PM	0.595 0.592	A A	0.595 0.592	A A	0.000 0.000	No No	No No
3	S. Los Carneros Rd & Calle Koral	AM PM	0.637 0.665	B B	0.637 0.665	B B	0.000 0.000	No No	No No
4	S. Los Carneros Rd & Hollister Ave	AM PM	0.503 0.645	A B	0.503 0.645	A B	0.000 0.000	No No	No No
5	Hollister Ave & Los Carneros Way	AM PM	0.330 0.464	A A	0.331 0.464	A A	0.001 0.000	No No	No No
6	S. Fairview Ave & Calle Real	AM PM	0.555 0.760	A C	0.555 0.760	A C	0.000 0.000	No No	No No
7	US 101 NB Ramps & S. Fairview Ave	AM PM	0.703 0.733	C C	0.710 0.740	C C	0.007 0.007	No No	No No
8	S. Fairview Ave & US 101 SB Ramps	AM PM	0.533 0.608	A B	0.536 0.612	A B	0.003 0.004	No No	No No
9	S. Fairview Ave & Hollister Ave	AM PM	0.590 0.728	A C	0.599 0.733	A C	0.009 0.005	No No	No No
10	Hollister Ave & SR 217 WB ¹	AM PM	0.489 0.641	A B	0.493 0.643	A B	0.004 0.002	No No	No No
11	Hollister Ave & SR 217 EB ¹	AM PM	0.378 0.596	A A	0.380 0.599	A A	0.002 0.003	No No	No No
12	Kellogg Ave & Hollister Ave	AM PM	0.561 0.800	A D	0.562 0.801	A D	0.001 0.001	No Cumulative²	No No³

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Table 5-2).

V/C = volume/capacity ratio; LOS = level of service; **Bold** values indicate intersections forecast to operate at unacceptable level of service (LOS D, E, or F) (Goleta threshold) or 0.77 or greater V/C ratio (Santa Barbara threshold).

¹ Analyzed as a roundabout. Results are measured in V/C using the Sidra capacity model and HCM 2010 traffic signal delay parameters using Sidra 6 software.

² Project would add trips to this intersection, which is forecast to operate above 0.77 (V/C ratio).

³ Project would add 14 trips, which is below the Goleta significance threshold (15 trips) for LOS D intersections.

Long-Term (2032) Impacts

Impact T-3: Although several road network changes are planned for the study area, for example, South Fairview Avenue and Calle Real intersection improvements, South Fairview Avenue and US 101 SB ramp improvements, a La Patera Freeway overcrossing, and a Hollister Avenue redesign, these specific improvements and project completion years are currently unknown. They have, therefore, not been incorporated into the following analysis.

The intersection LOS for the 2032 cumulative planning horizon, with and without the proposed Master Plan, is shown in **Table 4T**. Based on the analysis and cumulative trip generation and distribution provided in the traffic study, most of the intersections within the study area would operate at LOS C or better during all peak periods under the long-term (2032) scenario. However, two intersections, listed below, would experience LOS below LOS C during the PM peak hour (with or without the project):

- South Fairview Avenue & US 101 NB ramps: **LOS D**; and
- Kellogg Avenue & Hollister Avenue: **LOS D**.

Implementation of the proposed Master Plan is anticipated to contribute 12 PM peak-hour trips through the South Fairview Avenue/US 101 NB ramps and 15 PM peak-hour trips through the intersection of Kellogg Avenue and Hollister Avenue in 2032. The South Fairview Avenue/US 101 NB ramp is part of the SBCAG's CMP network.

All roadway segments analyzed would also operate at LOS C or better (with or without the project) with the exception of the following:

- South Fairview Avenue between US 101 & Hollister Avenue;
- South Fairview Avenue between Hollister Avenue and Matthews Street; and
- Kellogg Avenue south of Hollister Avenue.

All of these roadway segments would have ADT exceeding LOS C with or without implementation of the Master Plan. Only the South Fairview Avenue segment between US 101 and Hollister Avenue would have higher volumes due to the proposed project (i.e., as a result of the redistribution of FBO traffic from the south side of the Airport to the north side). An estimated 326 additional project-related ADT would occur on South Fairview Avenue between US 101 and Hollister Avenue. The other two roadway segments (South Fairview between Hollister Avenue and Matthews Street and Kellogg Avenue south of Hollister Avenue) are expected to have a lower ADT than would otherwise occur as a result of Master Plan implementation.

TABLE 4T

Long-Term (2032) Peak-Hour Intersection Levels of Service
Santa Barbara Airport Environs

Intersection		Peak Hour	Baseline		Baseline with Project		Significant Cumulative Impact?		
			V/C	LOS	V/C	LOS	Change in V/C	Santa Barbara	Goleta
1	S. Los Carneros Rd & US 101 NB Ramp	AM PM	0.625 0.583	B A	0.625 0.583	B A	0.000 0.000	No No	No No
2	S. Los Carneros Rd & US 101 SB Ramp	AM PM	0.628 0.594	B A	0.628 0.594	B A	0.000 0.000	No No	No No
3	S. Los Carneros Rd & Calle Koral	AM PM	0.701 0.661	C B	0.701 0.661	C B	0.000 0.000	No No	No No
4	S. Los Carneros Rd & Hollister Ave	AM PM	0.536 0.658	A B	0.537 0.658	A B	0.001 0.000	No No	No No
5	Hollister Ave & Los Carneros Way	AM PM	0.355 0.470	A A	0.356 0.471	A A	0.001 0.001	No No	No No
6	S. Fairview Ave & Calle Real	AM PM	0.549 0.761	A C	0.549 0.761	A C	0.000 0.000	No No	No No
7	US 101 NB Ramps & S. Fairview Ave	AM PM	0.645 0.855	B D	0.654 0.855	B D	0.009 0.000	No Cumulative²	No No³
8	S. Fairview Ave & US 101 SB Ramps	AM PM	0.521 0.579	A A	0.525 0.584	A A	0.004 0.005	No No	No No
9	S. Fairview Ave & Hollister Ave	AM PM	0.552 0.692	A B	0.561 0.699	A B	0.009 0.007	No No	No No
10	Hollister Ave & SR 217 WB ¹	AM PM	0.523 0.665	A B	0.527 0.667	A B	0.004 0.002	No No	No No
11	Hollister Ave & SR 217 EB ¹	AM PM	0.418 0.620	A B	0.420 0.621	A B	0.002 0.001	No No	No No
12	Kellogg Ave & Hollister Ave	AM PM	0.576 0.835	A D	0.578 0.837	A D	0.002 0.002	No Cumulative⁴	No Yes⁵

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Table 6-2).

NOTES: V/C = volume/capacity ratio; LOS = level of service; **Bold** values indicate intersections operating at unacceptable level of service (LOS D, E, or F) (Goleta threshold) or 0.77 or greater V/C ratio (Santa Barbara threshold).

¹ Analyzed as a roundabout. Results are measured in V/C using the Sidra capacity model and HCM 2010 traffic signal delay parameters using Sidra 6 software.

² Project would add trips to this intersection, which is forecast to operate above 0.77 (V/C ratio).

³ Project would add 12 trips, which is below the Goleta significance threshold (15 trips) for LOS D intersections.

⁴ Project would add trips to this intersection, which is forecast to operate above 0.77 (V/C ratio).

⁵ Project would add 15 trips, which meets the Goleta significance threshold (15 trips) for LOS D intersections.

The City of Goleta has not adopted significance thresholds for roadway segments unless the project would add traffic to a roadway that has design features (e.g., narrow width, road side ditches, sharp curves, poor sight distance, and inadequate pavement structure) that would become a potential safety problem with the addition of project traffic (refer to Section 4.8.3). Based on a field visit conducted in March 2014, these features are not present

on the affected segment of South Fairview Avenue and, therefore, no significant impact would occur.

No changes or impacts would occur to the availability of public transit, bicycle lanes, or the implementation of City of Goleta TMD policies. In addition, implementation of the Master Plan will not cause CMP intersections to operate below a LOS D and is consistent with the City of Santa Barbara General Plan, which has been incorporated into the RTP-SCS.

Result T-3:

By full implementation of the proposed Master Plan (2032), two intersections would operate at LOS D during the PM peak-hour. None of these intersections would have project-specific impacts due to the proposed Master Plan; however, proposed Master Plan projects would contribute to cumulative impacts at one of the intersections (South Fairview Avenue/ US 101 NB ramp) ~~would experience cumulative impacts due to the project~~ based on the City of Santa Barbara thresholds. Proposed Master Plan projects would contribute to cumulative impacts at the other intersection (Kellogg Avenue/ Hollister Avenue) ~~would have significant cumulative intersection~~ based on either city's significant thresholds. (The City of Goleta's significance threshold for cumulative impact is 15 or more additional trips at intersections experiencing LOS D; the City of Santa Barbara considers any trips through an intersection operating at a V/C ratio of 0.77 or greater to be a-contributing to a cumulative impact.)

An estimated 12 project-related trips are expected to go through the South Fairview Avenue/US 101 NB ramp in the PM peak-hour; and 15 project-related trips are expected to go through the Kellogg Avenue/Hollister Avenue intersection. The South Fairview Avenue/US 101 NB ramp is part of the SBCAG's CMP network and would remain operating at a LOS D, consistent with the CMP.

The use of traffic improvements and/or TDM measures in the future development of the new FBO lease areas are discussed in Section 4.8.7 to help reduce project-related cumulative impacts to these affected intersections. In addition, the Airport would contribute traffic mitigation fees toward the future construction of planned Goleta General Plan traffic improvement projects; however, the project's contribution to cumulative traffic impacts ~~of implementation of the proposed Master Plan~~ in the long term remain Class I, Significant Environmental Impact at this time.¹⁸

¹⁸ Once S.B.743 is implemented, it is possible that project-related cumulative impacts associated with the Atlantic Aviation relocation would no longer be considered significant under CEQA. The VMT that are associated with this FBO in its new location would be less than its old location since the new location is closer to major arterials (i.e., South Fairview Avenue and Hollister Avenue) as well as US 101.

4.8.6 Comparative Impacts of Alternatives

No Project Alternative

Under the No Project alternative, existing land uses at the Airport would continue to generate vehicular trips at their present rates. As discussed in Section 4.8.4 in the analysis of project-specific impacts, the proposed Master Plan itself would not create significant additional trips since the proposed project is primarily the redistribution of existing land uses within the Airport and safety projects. Temporary trip generation from construction and/or demolition would be less since the only projects to occur under this alternative would be general maintenance projects. However, significant cumulative impacts are forecast to occur in the project study area with or without the proposed project.

Environmentally Superior Alternative

The Environmentally Superior alternative would generate operational traffic at a similar rate as the project as proposed since the only projects that would not occur under this alternative are ones that would not generate operational vehicular traffic. For example, the proposed Taxiway H Airfield Safety Project and related actions are infrastructure projects that do not produce vehicular trips.

Similar to the No Project alternative, vehicular trips due to construction activities under this alternative would be less than the project as proposed since the taxiway project would not be built.

4.8.7 Mitigation Measures

Recommended Intersection Improvements

Kellogg Avenue & Hollister Avenue (Intermediate-Term [2022] Cumulative Impact). To mitigate the PM peak-hour significant cumulative impact at the intersection of Kellogg Avenue and Hollister Avenue, the eastbound approach could be modified to remove the shared thru-right turn lane and add a thru-lane and right turn pocket. This proposed mitigation would improve the intersection from LOS D ($V/C=0.801$) to LOS B ($V/C=0.632$) during the PM peak-hour period.

This mitigation is consistent with the proposed improvement identified in the Goleta General Plan, and could be implemented through striping changes. However, this would eliminate the bike lane in the eastbound direction. Conversely, road widening would likely require land acquisition from the adjacent business. Improvements at this intersection should be consistent with the future Hollister Complete Streets Corridor Project between South Fairview Avenue and SR 217, which will focus on improved bike and pedestrian access while serving vehicle traffic and multi-modal connections.

Fairview Avenue & US 101 Northbound Ramps (Long-Term [2032] Cumulative Impact). To mitigate the PM peak-hour cumulative impact at the intersection of South Fairview Avenue/US 101 NB ramps, an additional westbound thru-lane could be added to improve the LOS from LOS D (V/C=0.855) to LOS B (V/C=0.663). The mitigation would require coordination with Caltrans to ensure proper design of the intersection. The proposed mitigation is consistent with the proposed improvement identified in the Goleta General Plan.

Kellogg Avenue & Hollister Avenue (Long-Term [2032] Cumulative Impact). To mitigate the PM peak-hour cumulative impact at the intersection of Kellogg Avenue and Hollister Avenue, the eastbound approach could be modified to remove the shared thru-right turn lane and to add a thru-lane and a right turn pocket. This proposed mitigation would improve the intersection from LOS D (V/C=0.835) to LOS B (V/C=0.631) during the PM peak-hour period. This is the same improvement that is proposed for impacts in the intermediate term (see previous discussion).

Improved intersection LOS would be realized with any of the above improvements as shown below in **Table 4U**.

TABLE 4U
Long-Term (2032) Mitigated Conditions
Peak-Hour Intersection Levels of Service
Santa Barbara Airport Environs

Intersection		Peak Hour	Baseline before Improvement		Baseline with Project before Improvement		With Project after Improvement	
			V/C	LOS	V/C	LOS	V/C	LOS
7	S. Fairview Ave & US 101 NB Ramps - add additional WB thru-lane	AM	0.645	B	0.654	B	0.474	A
		PM	0.855	D	0.855	D	0.663	B
12	Kellogg Ave & Hollister Ave - Remove EB shared thru-right lane and add EB thru-lane and EB right-turn lane	AM	0.576	A	0.578	A	0.461	A
		PM	0.835	D	0.837	D	0.631	B

Source: Kimley-Horn Associates 2016. (See [Recirculated Draft Program EIR](#), Appendix C, Table 6-4).

NOTES: V/C = volume/capacity ratio; LOS = level of service; **Bold** values indicate intersections operating at unacceptable level of service (LOS D, E, or F) (Goleta threshold) or 0.77 or greater V/C ratio (Santa Barbara threshold).

On-Airport Public Road

In addition to the intersection improvements discussed above, a public road along the east edge of the airport property was considered to provide access from Matthews Street along South Fairview Avenue to the FBOs and additional north side airport uses via East Verhelle Road. However, due to proximity of the Airport's north side access to a major arterial (Hollister Avenue) and freeway ramps (US 101 at South Fairview Avenue and SR 217 at Hollister Avenue), the proposed on-airport connection was not anticipated to significantly improve traffic operations. It is more likely

that the FBO users would continue to use the most direct route via freeways and Hollister Avenue.

La Patera Overcrossing

As part of the City of Goleta General Plan, a vehicular crossing is planned across US 101 at La Patera Road. The overcrossing would connect Calle Real north of US 101 to Hollister Avenue south of US 101 and is anticipated to relieve congestion and improve LOS on congested cross routes with freeway interchanges. The future improvement is intended to reduce traffic along roadway segments such as South Fairview Avenue and improve traffic conditions at the US 101 SB ramps.

Although listed in the Goleta General Plan, this improvement is currently programmed, but unfunded. The County of Santa Barbara's Regional Transportation Plan (2013) identifies the La Patera Overcrossing as a planned project to improve bike and pedestrian connectivity through Goleta with no mention of vehicle access. However, if the project does move forward, the Airport could contribute mitigation fees for its fair-share cost allocation of the proposed improvements (based on City of Goleta traffic impact mitigation fees) to help alleviate traffic in the study area.

Transportation Demand Measures and Vehicle Miles Traveled Metrics

Implementation of TDM strategies and availability of alternative transportation options may provide opportunities to reduce the number of vehicle trips travelling through the study area. The FBOs, other north side airport uses, and neighboring businesses north of Hollister Avenue are conveniently located next to several MTD bus stops, the Amtrak Goleta Station, and other transit services. By promoting flexible work hours to reduce peak-hour travel, incentivizing transit use for employees, and removing free or cheap parking options, the public would be more likely to use alternative transportation modes and reduce peak-hour congestion. As a mitigation measure, the Airport could fund or organize a local campaign in conjunction with MTD, City of Santa Barbara, and City of Goleta to promote TDM, ride sharing, flexible schedules, transit ridership, and other alternative transportation modes with the goal of reducing vehicle trips.

Similarly, as part of the Goleta General Plan, a new multi-modal transit center is proposed to be located adjacent to the Amtrak Goleta Station. The multi-modal transit center would provide a connection hub between rail, express bus, local bus, bicycle routes, and other transportation modes, allowing greater flexibility and connections for alternative transportation modes. Due to the proximity of the proposed multimodal transit center, as a mitigation measure, the Airport could contribute funds to the design and/or construction.

Mitigation Measures for Transportation/Traffic Cumulative Impacts T-2 and T-3

- T/mm-1:** All development at the Airport will contribute an equitable share cost allocation for afternoon peak-hour trips added to the Hollister Avenue/Kellogg Avenue intersection and to the Fairview Avenue/US 101 NB ramps. Equitable share shall be calculated using the most recent cost for the improvement programmed for these intersections in the Goleta Transportation Improvement Plan (GTIP), and shall be based upon a traffic study prepared pursuant to the City of Santa Barbara Traffic Management Strategy for the Airport Area, including consultation and coordination with the City of Goleta.~~The Airport will contribute its “fair share” cost allocation of traffic mitigation fees for the future construction of planned Goleta General Plan traffic improvement projects or a multi-modal transit center, based on adopted mitigation fee programs, at the time that such improvement projects go forward.~~
- T/mm-2:** The City will pursue the implementation of TDM measures within new north side lease agreements, consistent with City policy, as north side redevelopment opportunities become available.

Since intersections potentially affected by implementation of the proposed Master Plan are expected to be above significance thresholds in years 2022 and 2032, cumulative traffic impacts of the proposed Master Plan remain a Class I, Significant Environmental Impact.